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RAILROAD MAGAZINE

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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

BERNARD WHITE
Art Director

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

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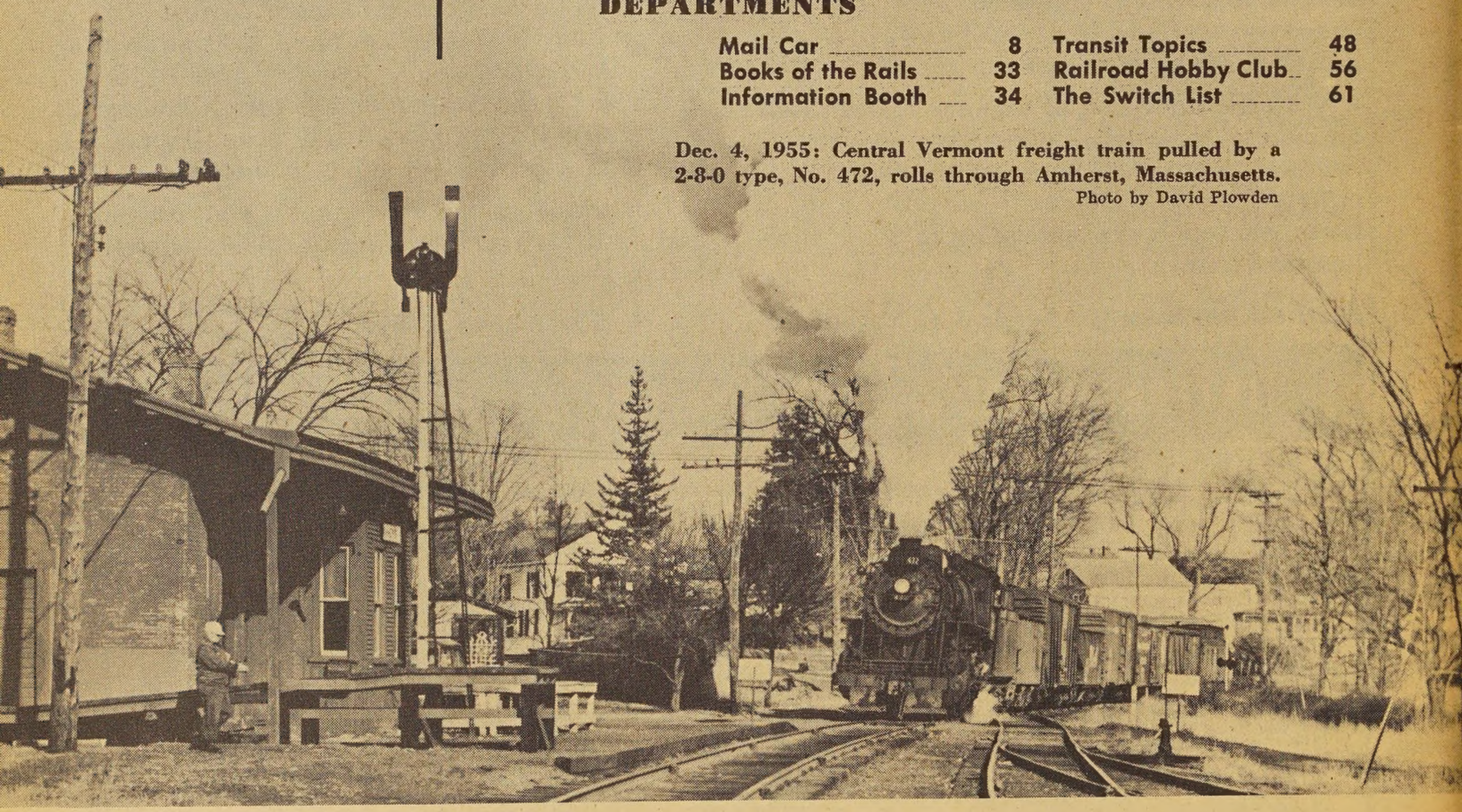

Dec. 4, 1955: Central Vermont freight train pulled by a 2-8-0 type, No. 472, rolls through Amherst, Massachusetts.
Photo by David Plowden

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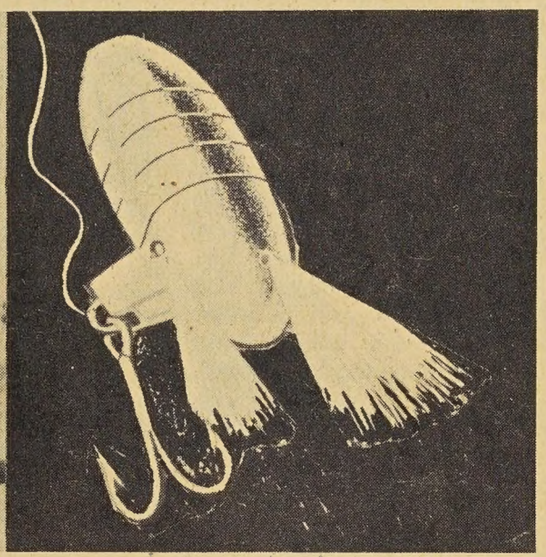
NOW!! A FISH LURE THAT SWIMS BY ITS OWN POWER!



Propelled by its own power — even on a slack line! It swims — dives — climbs — flops on its side like a crippled minnow — **all on its own power, and all the time BUZZING AWAY like a big, plump lazy insect!**

No wonder it drives fish mad with desire! No wonder it has the big ones churning the water to get their mouths into it — even from yards away! No wonder it lets you pull in panfish, game fish, salt water fish by the bucket-full — **in all kinds of weather, all hours of the day — even when ordinary lures aren't getting a single bite!**

Prove it yourself! Try it for one full month entirely at our risk! Pull in catch after catch that make your friend's eyes pop open in astonishment — OR IT DOESN'T COST YOU A PENNY! Here's how:

SWIMS LIKE A CRIPPLED MINNOW BUZZES LIKE A DYING BEE! GETS SAVAGE BITES THAT CAN'T PULL LOOSE FROM YOUR LINE!

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Think of it! To fuel up this amazing, live-action lure, all you do is this! Simply snap open the fuel chamber — pour in the absolutely harmless fuel — and close the fuel chamber again! It takes less than 60 seconds! You don't even dirty your hands! But then — simply cast or lower that power-packed lure into fresh or salt water — **and get set for the fishing thrill of your life!**

For perhaps one minute, that lure will float quietly on the surface of the water! But then the water will reach the fuel charge inside — the lure will seem to shudder for a second — and then it will spring dramatically to "life!"

The air around it will be filled with the buzzing sound of a dying bee! Instantly, the nose of the lure will point downward, and it will begin its first descent! Slowly, jerkily, like a maimed minnow, it will swim noisily downward — buzzing and humming — traveling about nine feet every fifteen seconds! If no fish intercepts it, on this first exploration downward, it will then automatically stop its descent — slowly raise up its nose — and begin its irresistible climb to the surface again!

And again! And again! Tirelessly — hour after hour — lengthening out the reach of your own casts! Roaming restlessly over every foot of water beneath you — even on a slack line — even when your boat is tied up — even when you're curled up on the dock, sound asleep!

And driving the fish around you to such a frenzy with its swimming and its buzzing that they practically tear the rod out of your hands — they're so anxious to get their mouths into the hook!

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PROVE IT YOURSELF WITHOUT RISKING A PENNY!

No wonder this revolutionary SELF-PROPELLED FISH LURE took six full years to develop! Already granted United States Government Patent #2,932,916, **here's what this amazing Live-Action Fish Lure will do for YOU** — from the very first moment you try it entirely at our risk!

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Yes! It means that tomorrow — for the first time in your life — you can go out in fresh water or salt water — lakes, streams, rivers or oceans — **and haul in the eye-poppers with a lure that actually drives those fish into a frenzy with its crippled minnow action and its dying bee sound!** It means that you weigh down your boat with big-mouthed bass, small-mouthed bass, pike, pickerel, perch, walleyes, dogfish, catfish, trout and dozens of other panfish, gamefish, salt-water fish — **wherever you can drop a line!**

It means that you can fish better — novice or pro — sound asleep at the bottom of your boat — than most fisherman sweating and casting till their arms ache with ordinary, "Dead-as-a-Duck" lures!

And it means that you'll have the time of your life — not only amazing your friends and family with the hauls you drag home behind you — but just watching your fisherman friends faces, the first time they see this incredible SELF-PROPELLED FISH LURE of yours in action! Their eyes will almost pop out in their heads!

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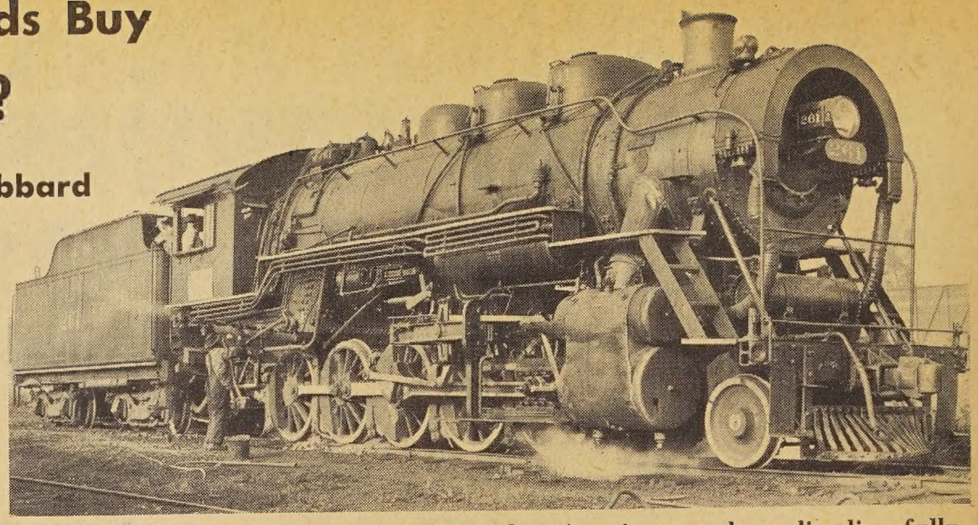
Why Do The Railroads Buy DIESEL LOCOMOTIVES?

An editorial by Freeman Hubbard



The Gulf, Mobile & Ohio was the first big American road to dieselize fully. One of the beautiful steam engines it scrapped was No. 261, a 2-10-0 type.
C. C. Grayson, Longview, Texas

NOW, at last, we are beginning to learn the real reason why, in recent years, the mainline rails of America were swept bare of steam locomotives, including many that were new, or virtually new, powerful, modern, and highly efficient, in so short a time.

Steam fans were not surprised at the criminal indictment filed against General Motors on a charge of monopolizing the production and sale of diesel locomotives. The indictment, filed April 12th by a Federal grand jury in New York, lists at least 14 ways in which GM allegedly misused its vast economic power to capture 84.1 percent of America's locomotive business, in the process of which, according to Attorney General Robert F. Kennedy, it drove two competitors out of business.

Last year, GM as a whole had net sales of more than $12 billion! That sum would fill a lot of piggy banks. From 1946 to '59, its Electro-Motive Division built 17,343 diesel locomotives, valued at $2,681,545,429, the indictment states.

Furthermore, GM is reputed to be the country's largest freight shipper. It moved, for example, nearly 12 million tons of freight during the first nine months of last year. *Because of this huge volume,* the Attorney General said, *the corporation was able virtually to order railroads to buy its locomotives.*

Note the word *order.* Could it be possible that GM used its vast economic power to "persuade" certain steam railroads to dieselize, even though the top motive power officials on those roads were convinced that steam was more efficient? Maybe the answer to this question will come out when the case against GM is brought to trial.

Granted that the diesel has a big advantage over steam in its lower maintenance cost and that enginemen can wear white collars in the diesel cabs, what about the steam locomotive's assets which a great many motive power men regard as even more important?

As America's largest manufacturer and probably the nation's biggest freight-shipper, the Justice Department said, "General Motors was able to vary its price and rate of return in locomotive sales, make investments in manufcaturing facilities for railroad locomotives, and establish production capacity in a manner which no competitor could meet."

This was a power "unlawfully acquired and maintained" in violation of the Sherman Anti-Trust Act, the indictment states. Maximum penalty on conviction of the violation is a $50,000 fine. But the story wouldn't end there. Such a conviction would throw GM wide open to a long series of damage suits.

In listing GM's alleged violation of the law, Attorney General Kennedy cited one as having occurred Nov. 24, 1958, when a GM official is charged with having "informed" the Gulf, Mobile & Ohio that "certain General Motors (freight) traffic would not be routed over its lines because other railroads had purchased more General Motors locomotives than Gulf."

This point is especially interesting to steam fans in view of the fact that GM&O was the first big railroad to dieselize fully. What happened? Did high-pressure salesmen originally use "persuasion" to sell GM&O a costly fleet of diesels? Has GM&O's enthusiasm for diesels cooled since then, with the result indicated by Mr. Kennedy?

We have often wondered why GM&O headed the diesel parade anyhow, getting rid of its steam power so abruptly. Your editor put this matter up to Isaac B. Tigrett, late president of GM&O, personally in his own office at Jackson, Tennessee, and was not entirely satisfied with Mr. Tigrett's answer.

In the year 1946 GM's share of the nation's locomotive business was 47.1. By 1960 it had soared to 84.1 percent. And, said Mr. Kennedy:

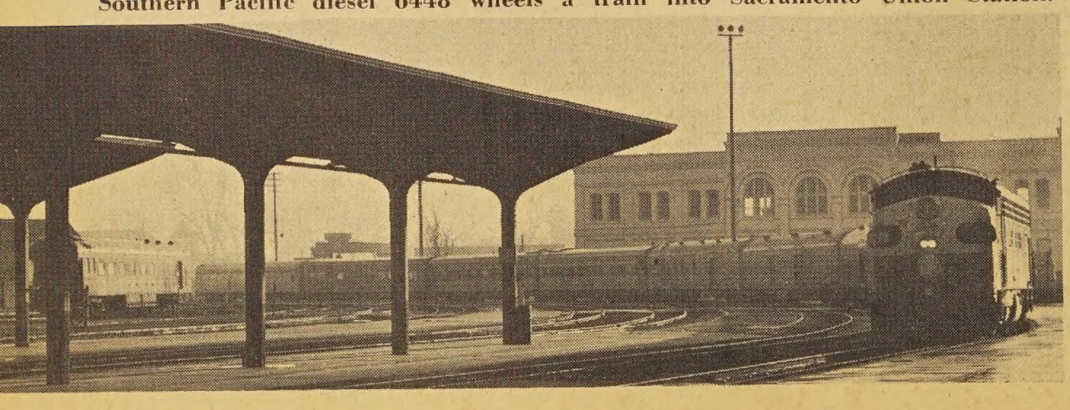
"During the same period, the share of its principal competitor, Alco Products, Inc., dropped from 39.7 to 13.1 percent. Two locomotive builders, Fairbanks Morse & Co. and Baldwin-Lima-Hamilton Co., have dropped out of the field. . . . .

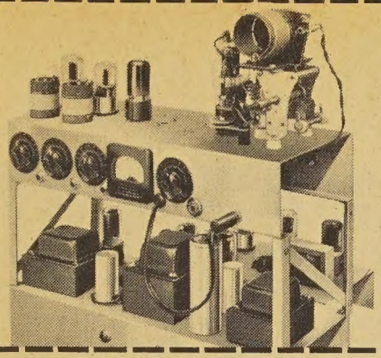
"Fairbanks Morse has not sold a locomotive since 1958, and Baldwin-Lima-Hamilton has not sold one since 1956. A fifth firm, General Electric Co., is also in the locomotive business but it has produced only 16 locomotives. It announced in April, 1960, that it would enter the diesel field, but has not yet sold a single diesel locomotive."

GM is fighting the charges with a vast array of legal talent. Frederick G. Donner, GM chairman of the board, comments: "That General Motors leadership in the locomotive field has not been the result of any monopolistic practices is evidenced by the acclaim of our customers, the railroads, who certainly know why they bought our products."

Yes, of course, the railroads know, but are they telling? We shall see what happens at the trial. Meanwhile, we wonder how *Trains* magazine, *Railway Age*, and *Modern Railroads* handle this news. All three carry considerable paid advertising for General Motors, Electro-Motive Division. ●

Bart Gregg, 1371 31st Ave., San Francisco, Calif.
Southern Pacific diesel 6448 wheels a train into Sacramento Union Station.





YOU BUILD Broadcasting Transmitter

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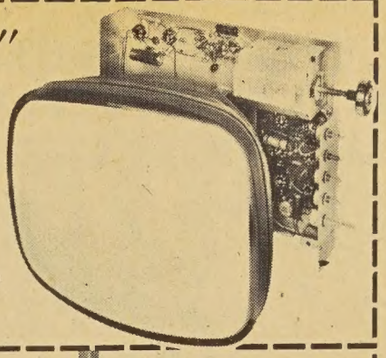
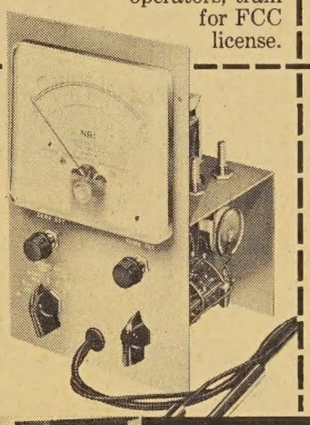
YOU BUILD 17" TV Receiver



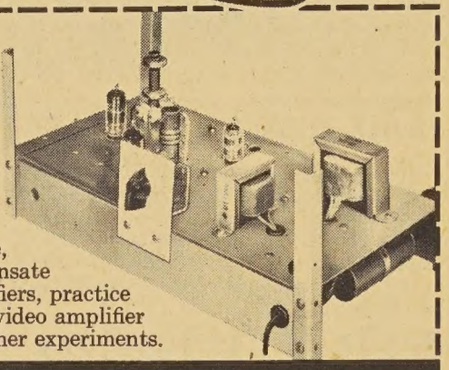
You get actual servicing experience by practicing with this complete TV receiver. NRI supplies all parts and everything is yours to keep. Nothing takes the place of practical experience. Kits like this are part of the NRI learn-by-doing method.

YOU BUILD D'Arsonval Type Milliammeter

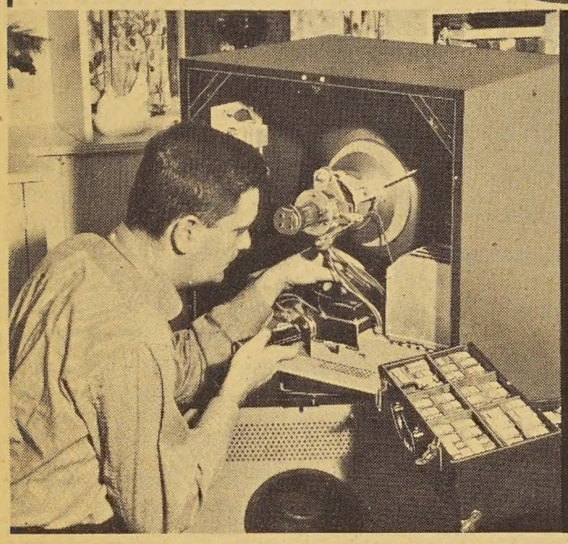
Use it to get practical experience, earn extra cash fixing neighbors' sets in spare time. Gain knowledge to help you work in Radio, Television, Hi-Fi. Use it to measure power line frequencies, high audio, etc. Equipment you build "brings to life" things you learn in NRI's easy-to-understand lessons. Send for FREE 64-page Catalog. Shows all equipment you get.



YOU BUILD Signal Generator



NRI sends kits of parts to build this Signal Generator. You get practical experience, conduct tests to compensate Radio frequency amplifiers, practice aligning a typical I.F. video amplifier in TV circuit, many other experiments.



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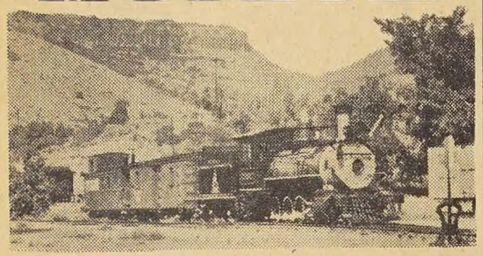

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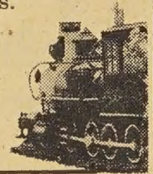

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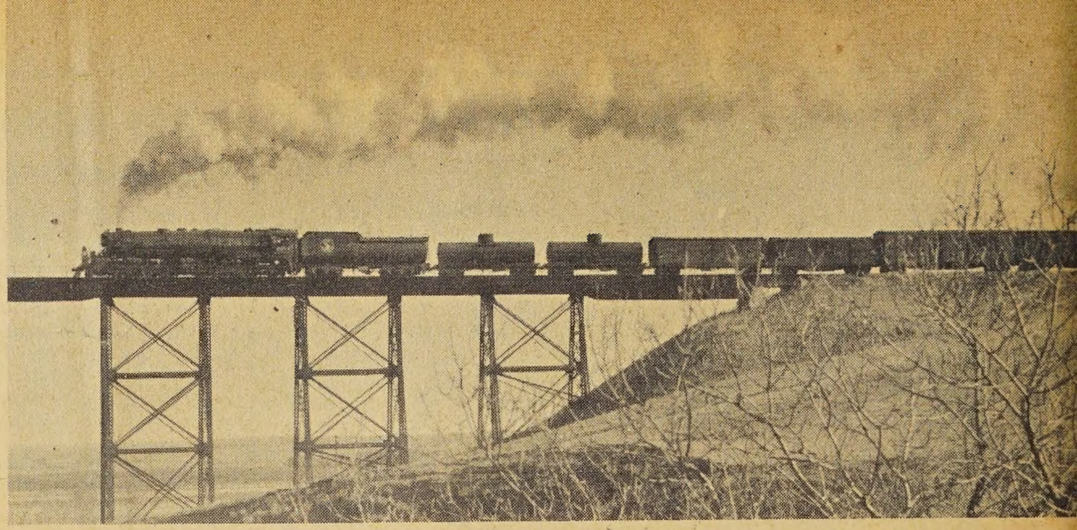

COVER painting by Marshall P. McMahon shows Great Northern oil-burner 3388. "I painted her in my studio at 521 Congress St., Eau Claire, Wis.," he states, "from photos, sketches, and color notes I had made previously at Monticello, Minn. I gave her a setting of mountains in Washington State because I like such scenery. She was among the last steamers to see regular service out of the Twin Cities.

Marshall McMahon

"As I write, the GN still has about ten dead steamers stored outdoors, just north of downtown Minneapolis, all ravaged by vandals and weather. They may be scrapped before you read these words. Six of them, like the vanished 3388, are Class 0-8 Mikados."

Our first McMahon cover painting (Aug. '60) showed Omaha Road steamer No. 413, which his father often fired and drove. Specifications of the 3388: cylinders 28x32", drivers 69", b.p. 250 lbs., tractive effort 75,800 lbs.

Baldwin-built in 1910 as a 2-6-8-0, Class M-1, a true Mallet, she was rebuilt by GN in 1926-'27, along with the other M-1's, as a simple articulated M-2. Then in '29-'31, the GN again rebuilt that class, this time as 0-7's (2-8-2). In 1932 Great Northern built three 0-8's numbered 3397-3399, the original 0-8 design being suggested by Henry Yoerg, then assistant to the road's superintendent of motive power. The 0-8's had the heaviest axle-loading of any loco ever built. Those three test engines proved so satisfactory that it was decided to upgrade the 0-7's, making them conform to 0-8 specifications.

The foregoing data comes from Bert Baker, a GN mechanical draftsman and railroad historian. ●

ALTHOUGH he says he still likes *Railroad* very much, Chick Nielsen, 2779 So. 8560 W., Magna, Utah, tears into us for printing the third paragraph on page 8 of our June issue.

"As soon as a few thousand workers read that," he predicts, "they will stop buying your magazine. My dad did. Why don't you tell your readers about the tough years those five crew men have had? Tell them about the layoffs, the men being out of work for months at a time. Tell them what automation is doing to American labor. Tell them that the big mergers which the ICC is now considering could, if granted, abandon thousands of miles of track, create ghost towns, and make a lot of families jobless." ●

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

MEXICO story by Thomas Walsh (June issue) is drawing much praise from our cash customers. So far, the only kick came from a fellow who objects to all kinds of articles about foreign countries. A considerable number of fans are visiting the southern republic as a direct result of having read "Where to Find Steam in Mexico."

"Having been in Mexico since Walsh wrote that article, I can bring him up to date on a few points," writes Lt. T. H. Gildersleeve, 33 S. Maple Ave., Fairborn, O. "At least four of the eight simple 2-6-6-2's are now operating out of Valle on the Queretaro Division. I saw two of these on the road regularly, and a 2-6-6-2 always pulled the first train out of Valle in the morning. More trains leave at that time, with a great variety of wheel arrangements. In late afternoon 4-8-4's rule the road. The Toluca line still has steam service, with 2-8-2's pulling 3- to 5-car trains over spectacular grades."

Says Elliott Kahn, 510 Madison Ave., New York City: "Walsh's article on Mexican railroads is the best feature you've published in years. In fact, one of your all-time best." ●

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BILL HANDY, the Negro creator of *St. Louis Blues,* also wrote a song entitled *Where the Southern Crosses the Yellow Dog,* meaning a certain railroad crossing at Moorhead, Miss. Three blocks from that crossing is Box 184, the home of Miss Barbara Jones. Now here is an unusual situation: Another girl with that name lives in Jackson, Tenn. Each girl comes from two generations of Illinois Central railroaders but the two are not related. They have never even met.

Barbara Gail Jones

The Tennessee girl is an IC pipefitter's daughter. Her grandfather was the famous "Casey" Jones. The other Barbara, who prefers to be called by her middle name, Gail, is a yard conductor's daughter. Her grandfather was an IC agent-operator.

"Gail," according to R. H. Mills, an elderly distant relative, "is the cutest little doll you'd want to see. Has a nice personality, too."

Gail's schoolmates agree. They elected her "Most Beautiful" of all the co-eds in Moorhead High School. Next fall the popular girl will be a sophomore.

"After graduating," she writes, "I will enroll at the University of Mississippi to become a doctor, probably a kidney specialist, in order to help people who need help."

Her railroad background is more than a hobby. "I take pictures of trains. I've ridden in steam-engine cabs, on freight trains, in express and baggage cars. Once I rode in a diesel cab but didn't like it much. I prefer steam power. What's more, I ask the people I know to stipulate the IC railroad when they ship freight."

As a small boy, Gail's father lived in an Illinois Central depot. Whenever he heard a train coming, he could tell its engine number by the whistle.

"In 1926," the girl continues, "his family moved to Carter, Miss., which was a flagstop. Daddy had learned how to stop the trains by watching his father, who was the station agent. One day he stopped the train himself. Grandpa went outside to see why. Daddy had flagged it to get a nickel. You see, Carter used to be a regular stop for that particular train and each time it had stopped there the conductor would hand the little boy (my Daddy) five cents. From that time on, the conductor gave him a nickel on each trip, throwing it off when the train rumbled through that town without stopping.

"Daddy remembers the time he saw smoke seeping from a boxcar in a passing train and signaled its conductor to stop. Thereupon the car, loaded with cottonseed bolls, was set out and the local fire department put out the blaze. One time when a circus came to Greenwood, Miss., Daddy was working on the yard engine that switched the circus train. Somebody gave him enough passes for all of us to go to the show, and Daddy stuck them into his hatband. Later, he filled his hat with peanuts which he offered to an elephant. Instead of taking only the nuts, the huge beast took the hat as well, including the passes. We managed to go to the circus anyhow, but Daddy never got his hat back."

Railroading has plenty of laughs. "You should hear the nicknames of some of the men he works with," she says. "Goathead, Snow, Bigfoot, Snuff, Meathead, Chicken, Hot, Fliver, Windy, Fight, Wash, and Smooth Mouth. How they got those monickers would just kill you. I could explain, but Daddy wouldn't like it." ●

BILL KNAPKE, retired SP conductor, writes: "In the days of cast-iron wheels, due to heavy braking on

(Continued on page 44)

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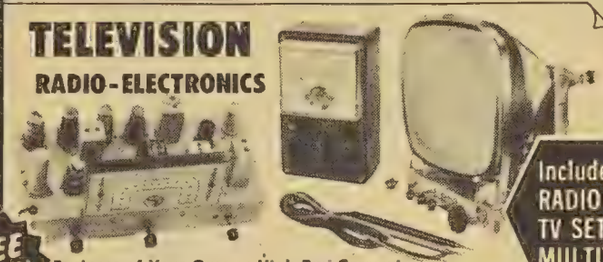

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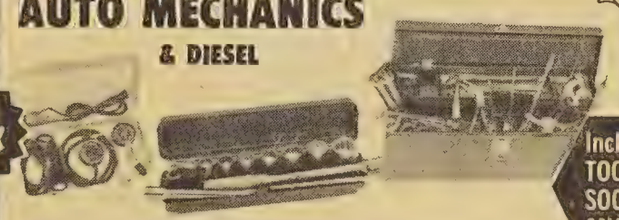

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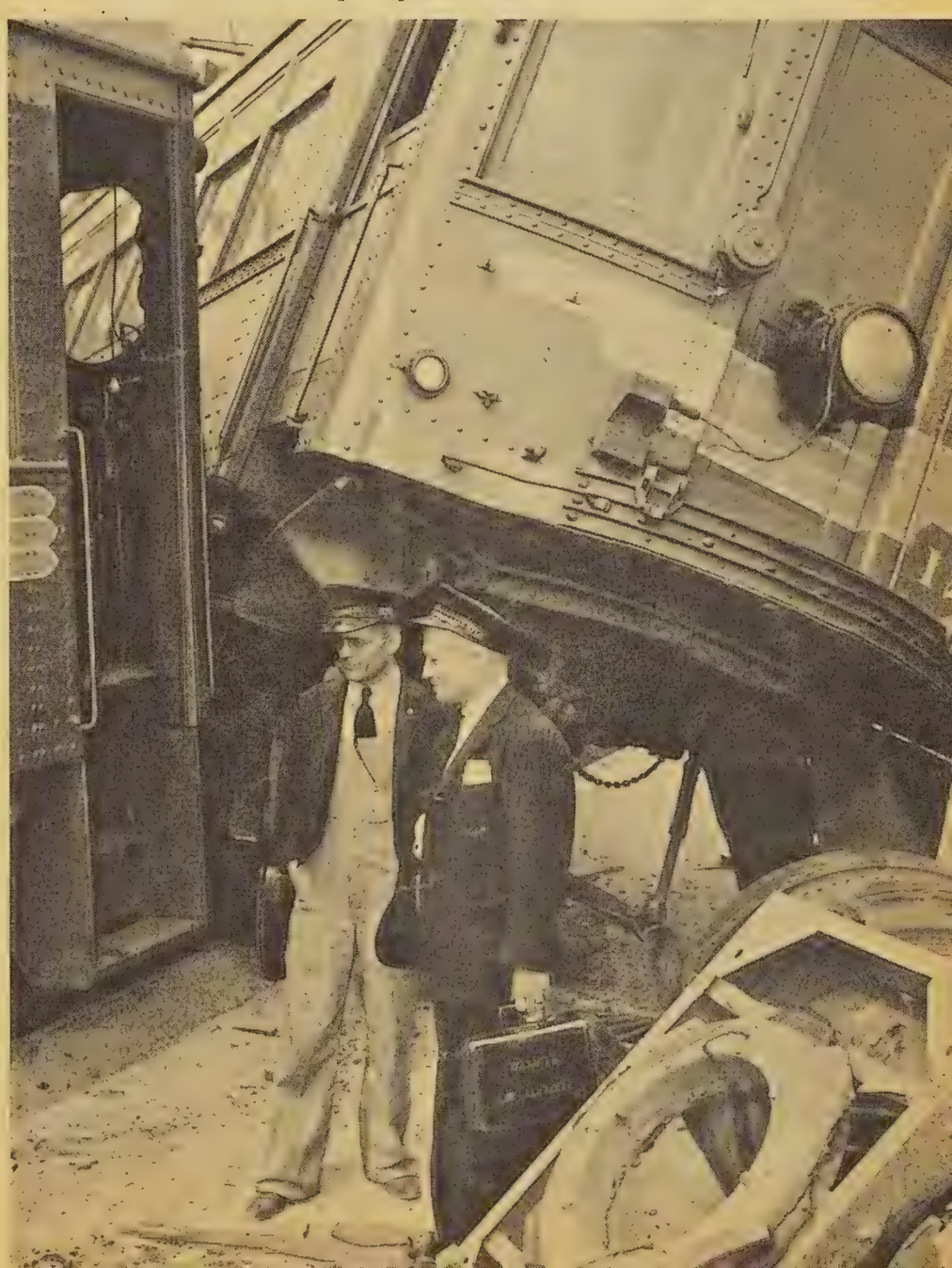
by Peter Josserand

ICC reports show most train wrecks could be avoided by proper rules and by instruction and discipline of brass collars and employees essential to enforcement. These pile-ups occurred on D&RGW and Pacific Electric.



WHEN I was working as a mud-hop in the Texas & New Orleans yard office at Galveston in the early 1920's, trainmen dreaded the annual visit of the Rules Car which tested their familiarity with the Book of Rules. I wasn't an operating man but I am glad I sat in on the sessions because they helped to train me for the jobs I held years later as train dispatcher and chief dispatcher.

You could feel the tension as hardened rails, wearing their Sunday best, took their places in the car. It was a Roman holiday, after a fashion, for "thumbs down" by the rules examiner, J. L. Otis, meant loss of employment. The poker-faced Mr. Otis, a former chief dispatcher, had his own methods of finding out what he wanted to know. He'd never tip you off on what was coming next. Only his expressive steel-gray eyes gave a clue to his moods.

I remember the way he worked. For example, he asked a veteran conductor with apparent casualness: "Mr. Foster, do you show your train orders to your flagman?"

"Yes, sir," replied the conductor, a tall and dignified gentleman.

"And you get them back after he's read them?" the rules examiner purred.

"Sometimes. If not right away, then at the first chance I get."

The inquisitor's voice grew stern, his eyes glinted. "Mr. Foster, you'd better

wait and get them. One day something is going to happen and if you don't have those orders you'll poke the bottoms out of your vest pockets trying to find them."

Always, he laid stress on the bad habits that get train-service men into trouble. Later on, we'll see why he thought them important.

At that time, being young and ambitious, I took a correspondence course from the Railway Educational Bureau in order to get ahead. I also horned in on the heated arguments of trainmen who drifted into the yard office. It seems they were always bickering about train rules. They'd read the questions and answers in the columns that experts conducted in the Brotherhood journals, and it got them arguing. But before I could inject my two cents, I had to know what I was talking about. So I paid close attention to Mr. Otis on his annual visits and I studied the late Bill Nichols' classic book interpreting the rules.

Little did I dream then that one day I would be the author of a standard work, *Rights of Trains,* that would replace the Nichols book as an authority on the subject, or that I would conduct rules departments myesfl in magazines similar to those which started the arguments on the T & NO. For that matter, I could not foresee the time when I would become a train dispatcher subject to those rules.

Nor was I conscious of the co-ordinating force that emanated from the Rules Car, the foundation of the best operation I have seen on any property. The T & NO men knew and obeyed the rules. They had a minimum of bad habits and often demonstrated that a good operation can arise from a good set of operating rules. To illustrate what Examiner Otis was driving at, here is an example from another road.

A CERTAIN bullet-headed old engineer named Hans prided himself on being able to read a set of train orders and—he would tap his forehead with his forefinger—get them in his brain. He let his fireman and head brakeman read them and he got them back. Thereupon he would stuff the flimsies deep into his overalls pocket and nobody ever got a second look at them.

Being a "home guard," Hans had no use for boomers in general and two brakemen in particular—buddies who had hired out together for the perishable rush. We'll call them Pat and Mike.

The former was small, almost bald, and not particularly interested in women. Mike, on the other hand, was a big, genial fellow with curly red hair and he fell hard for Alice, the hogger's daughter. As for the girl—well, picture a gorgeous blonde with bright blue eyes, incredibly long legs, breasts like Marilyn Monroe's, and an impudent posterior. What more could you want?

She was all that Mike yearned for. But Hans had other ideas. No son-in-law of his would be a boomer brakeman, not if he could help it! He curtly ordered the suitor out of his house. "And don't ever return!" Pat shouted. But Romance has a way of fighting back. Pat took a hand by setting up secret trysts for the two lovers. The old hogger became suspicious. Finding out what was going on soured him still further against both brakemen.

One day Hans' regular turn was on fast freights 62 and 77. Pat happened to be braking ahead on 62 that day, 62 being wheeled by a Mikado, while his carrot-topped pal rode a Pacific type on No. 77. The railroad followed a rule of "westward superiority by direction." For years, however, the dispatcher's practice had been to give 62 right over 77, which put the latter in the siding on a straight meet, the reason being that 62 was a fruit block and thus a more important train.

Now let's see what happened. A new dispatcher, on duty that day, failed to put out the usual right-of-track order. Hans did not catch the omission. Pat did, though, but kept his big mouth shut, not being on amiable terms with Alice's "old man." As usual, Hans got his orders back and buried them in his overalls pocket. Thus the elements of trouble shaped up.

Later, the dispatcher gave 62 a meet with 77. Although Pat was aware that his train had to take siding, he still kept silent. As they neared the meeting point, Hans did not shut off. So, in accordance with the rules, the boomer reminded him that they were supposed to go into the hole. The home guard shook his grizzled head impatiently.

"Let's see the orders," Pat said.

Hans refused and tapped his forehead significantly, confident that he knew what was in the orders. Pat insisted. No soap. The throttle artist said nothing. Pat might as well have been talking to a statue.

The roar of the Mikado's exhaust and the clack of her drivers on the rail joints beat upon the boomer's ears like the rhythm of a death dance, driving him into a frenzy. Looking around for help from the young fireman, he saw that the kid didn't even know what was happening. Pat was determined to avert a wreck at all costs. He grabbed for the throttle in an effort to close it. Hans swept him aside with a brawny arm and shook a big fist in warning. Away they went, downhill and around a curve into the meeting point!

Meanwhile, when the other train, No. 77, arrived at the meeting point, Mike climbed off the engine and started leisurely toward the west switch to open it for the fruit block to prevent their stopping. Hearing the mournful wail of 62's whistle at the mileboard, he knew it was Hans. Then he heard the staccato rattle of the Mikado's exhaust. No. 62 was coming too fast!

He yelled a warning to his engine crew and raced for the switch. Then he unlocked it, lined it for the siding, and took to his heels. He figured No. 62 would flip when it hit the turnout, but even that was better than a head-end collision.

When the fruit block rounded the curve and Hans saw the other train sitting on the main track, he slammed the throttle shut, flipped the brake handle to emergency position, and opened his sanders to make the brakes more effective. Pat decided it was "too little, too late." He called a warning to the fireboy and joined the birds. Hans stayed with the engine. The Mikado reared up on her side when she hit the turnout but settled back down on the track, and the cars followed her into the siding without a spill.

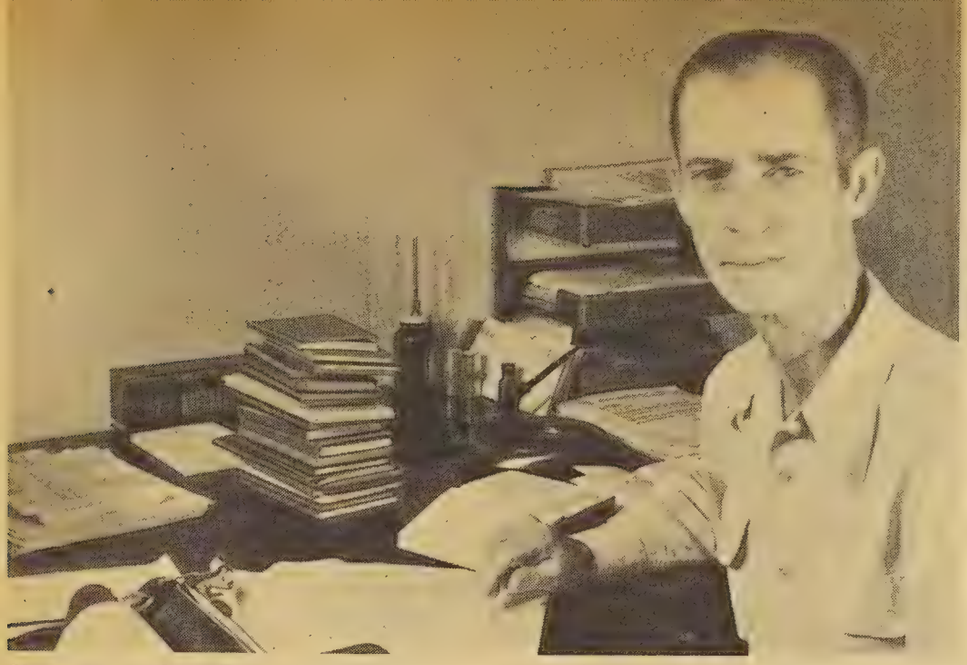
Afterward, Hans climbed belligerently off the Mikado. He fished the orders out of his pocket and cursed the stupidity of No. 77's crew, only to find that he had just plain goofed.

Both crews agreed to cover up the incident, due chiefly to Mike's glib tongue. I learned about it years afterward when I was dispatching Missouri Pacific trains. Pat drifted over to my division and got a job of braking. We met by chance one night at a bar—after working hours, of course—and got chewing the fat like you do sometimes in a saloon. It was then that the bald little boomer told me his story.

"What happened to Mike?" I asked.

Pat shrugged and set down his stein. "He's a home guard on the Katy. A conductor. He and Alice got spliced. Mebbe if I was to meet a girl with a shape like that I'd be married, too."

RAILROAD operation is a touchy business where small mistakes can —and often do—cause big wrecks. In case of doubt, you can't afford to take



Near our author, Peter Josserand, is a pile of rulebooks from various railroads.

chances, whether through ignorance, personal animosity, or a mistaken idea that men's minds work perfectly. It is "check and double check" if you want to live long and happily. As one conductor put it: "When in doubt, get on the step! In extreme doubt, jump off!"

This may sound silly, but you gets the notion that Lady Luck smiles on some railroads and snubs others. I remember the Missouri Pacific as being in the latter class. When anybody goofed there, the worst usually happened.

One midsummer night a dispatcher gave a superior train an order to wait at a siding until 3:01 a.m. for an opposing extra. The operator, copying it for the extra, made it 3:10 a.m.; and neither the dispatcher nor the other brass pounder, who had set down the order correctly, caught this transposition of figures. It was a nine-minute lap in time, and the trains really bumped. On another occasion, a dispatcher got out a lap of a few minutes' duration between a local and a redball freight, and they hit. It seemed like a pattern.

Now look what happened to a crew from a certain lucky road, which I will not identify. They were on a train being detoured over the Santa Fe, running extra.

The Santa Fe dispatcher had given two eastward extras right over this westward extra and put them on "waits." The hogger, whom I shall call Mugivan, had a hotbox and headed in a siding to cool and repack it, figuring he couldn't go any further for the two eastbound trains. The wait at this siding was 7:30 p.m., and Mugivan headed in at 6:50 p.m. It took about thirty minutes to fix up the hotbox, during which time the hogger's mental gears slipped a cog. He got the notion that he was waiting for those trains.

Accordingly, he waited until 7:30 p.m. The two extras had not appeared, so he instructed the head brakeman to line him out and whistled off. Neither Mugivan's fireman nor brakeman tumbled to what was happening.

Things on the caboose were different, but not effectively so. When Mugivan whistled off, the rear brakeman started for the air valve, but the conductor intervened.

"Let him go," he said. "The hogger knows what he's doing."

The skipper thought that Mugivan had been to a telephone and gotten a helping order from the dispatcher. But the brakeman had seen no such flimsy and again he reached for the air valve. The conductor grabbed a brake club.

"If you touch that valve," he said, "I'll knock your block off!"

The shack backed away, and they kept on going—in the face of two overdue superior trains!

At the first siding, one of the extras was tucked away neatly. Mugivan waved. The opposing hogger pulled out his watch and pointed to it significantly. Mugivan misread the gesture to mean that he was being complimented on his fine run. He grinned at the other engineer and notched her out a bit more.

At the next siding, the second extra stood in the clear. This hogger likewise yanked out his timepiece and jabbed a finger at it. A wide smile lit up Mugivan's rugged countenance. He was really going to town, he mused, and the Santa Fe men recognized his efforts. Shortly afterward, in high spirits, he arrived at the terminal, still unaware what he'd done. But he got an uneasy feeling when he saw his conductor walking stiff-legged toward the engine.

"Here comes trouble," he told the fireboy.

That was true. "Now, buddy," the conductor rasped, "let's see what you've been running on!"

At the investigation which ensued, it developed that a fourth train was involved, a westbound merchandise following Mugivan, which had right over the two eastward extras, which in turn had right over Mugivan. Ordinarily, crossed rights are frowned on in operating circles, but this time they saved the day.

Mugivan had headed out just ahead of the merchandise train, and the two extras had pulled into sidings to clear it. How lucky can you get? Of course, the whole crew, excepting the rear brakeman, were fired—but nobody got killed or even injured.

So-called acts of God, such as storms, slides, washouts, and mechanical failures you can't detect or prevent, provide enough hazards on a railroad without men adding to them. A good set of operating rules will forestall other hazards—if everyone knows and obeys them. But, alas, there is the human element—none of us are perfect! That goes for officials, too. Even they are human, despite what you may think to the contrary.

BACK in 1946 O. H. Braese, president of the American Train Dispatchers Association, assigned me the chore of preparing testimony to be presented before a Senate subcommittee to support safety legislation backed by the Association.

I waded through Interstate Commerce Commission accident reports for the years 1941 through 1945, the heaviest traffic years on record, but I won't go into the mental gymnastics essential to the big 35,000-word document. We came up with at least one significant fact, documented by the ICC:

Sixty-three percent of the recorded accidents could have been averted had the carriers provided adequate rules, the proper instruction for both employees and officials, and discipline essential to their enforcement!

The gist of the safety problem lies in the fact that there is no appeal from the decisions of a rules examiner nor the chairman of a railroad's committee. He is lord of all he surveys. Not even the Supreme Court of the United States may review one of his decisions!

Thus, when an employee sees a hazard but the rules examiner disagrees with him, there is no impartial body to which the question can be appealed.

Men from all over the States, Canada, and even Mexico have written to me about such things. Mostly, their letters were a way of letting off steam generated by frustration. In a few cases, I am happy to say, when I pointed out the logic of eliminating certain practices, the brass collars did so. Usually, however, my suggestions were ignored.

Certain railroads are perfectly willing to ballyhoo the "Safety First" slogan in their company magazines, but when it comes to actual practice, that is a horse of another color.

A curt communication from a Canadian rules examiner went so far as to order me to stop giving advice to the men on his road! He didn't give a damn about right or wrong; *he* was making the decisions and he wanted no interference from me. Yes, he put it that bluntly. Well, he still has his hazard—unless a costly wreck recently caused him to change his mind.

If a regulatory body were created to police the railroads, to which the men could appeal their problems, it would take a very short time to uncover just about all the hazards. The Association of American Railroads has the nucleus of such a body in its Rules Committee. Expanded a bit, and given power to investigate and correct complaints from either employees or officials, it could accomplish wonders in the best American tradition.

But if they should fail in this responsibility to the public, the railroads may one day find Congress giving the ICC the needed authority to do the job—a far less tolerable situation than a "do it yourself" program! To point up this situation, let me tell you what happened on a road I'll leave unnamed. I had worked there only about three days before discovering this hazard.

The superintendent had had "Yard Limit" signs placed at both ends of each siding, water tank, and fuel station, and declared these limits subject to Rule 93, the yard-limit rule. Trains pulled in between the signs, took oil and water, did switching, packed hotboxes, and everything else—without flagging! But he did *not* require trains to move through these limits at yard speed—i.e., a speed which permitted stopping within half the range of vision. They ran fast. The superintendent had known this for years before I called it to his attention, but had done nothing about it. He saved the flagmen a lot of shoe leather, which was incidental to the cut in "train hours" arising from not having to wait for a flagman to walk in. Nevertheless, he had a hazard.

In self-defense, he pointed to the "no accident" record of several years' duration. I told him if he ever got a peak traffic load so that the trainmen and enginemen could not keep track of the trains ahead and behind them, he'd probably have rear-end collisions.

But was he convinced? Not at all! He said that any time he had a rear-ender, he'd hang Rule 93 on the engineer of the following train; and as long as he could hang a rule on somebody, he didn't give a damn. Nice fellow! I appealed to the rules examiner, who agreed with the superintendent. I had no place to go from there.

A few years later, an oil boom swamped the division with business, and the predicted accidents became a matter of record. Trains crashed all over the place, three bad wrecks at one water tank! Dead or alive, the hoggers were charged with violation of Rule 93. Had there been any appeal from the rules examiner's decision, the pile-ups could have been averted by pulling up the signs—which is exactly what happened when a new super took over.

OTHER roads have the same set-up today, authorized by their rules. Even though most of their lines are in block signals, the hazards could produce accidents if the roads were to get peak traffic loads.

Block signals, CTC, and other safetv devices are not the whole answer. Strangely, they give men a false sense of security.

More than half of America's main track is unprotected by block signals. Granting that half of the trains operate in block-signal territory, let's look at the record for one year. We find more, and worse, accidents in block-signal mileage! According to ICC reports, for one year on tracks outside block signals four rear-enders killed four men and injured five. But where such signals existed there were eleven rear-enders, killing 26 and injuring 90!

Block signals, *per se*, have no safety factor. The rules give them meaning. Unless the rules are known and obeyed, block signals can actually cause accidents!

On one occasion, a trainmaster from an Eastern road took me to task for saying that men should live up to signal rules to the letter. Although the rule so stated, he said it was silly for a train hitting an "approach," or yellow signal, to reduce immediately to 30 miles per hour. He maintained that as long as the train was prepared to stop at the next signal, nothing else was required. I replied that if the management wanted it that way, the rule should be changed to provide adequate safeguards.

Not very long ago, a bad rear-ender between two passenger trains in the Midwest resulted from such reasoning. For years it had been the practice for two sections of a passenger train to pull out of the Chicago station side by side. The second section would then drop back just enough to catch a yellow signal. After that it would take off at high speed, in violation of existing rules.

Came the day when an air hose burst on the leading section. The resulting emergency brake application stopped the train a few hundred feet beyond a block signal. That gave the second section a yellow indication at the next block to the rear. It was doing about 90 mph when the hogger saw a big "red-over-red" staring him in the face, and the stalled first section just beyond the signal! The flagman hadn't had time to get back far enough to stop him. The engineer was unprepared to stop—and the casualties were heavy!

When men are permitted, or encouraged, to take chances in violating the rules they invite disaster. If a rule doesn't mean what it says, it should be eliminated. If it does, then it should be obeyed, strictly. To leave a rule dangling as an escape hatch for the railroad in case of accident isn't playing cricket with the men.

Some CTC installations aren't as foolproof as they're cracked up to be. I have seen opposing movements "headed up" in CTC. The rapid adoption of this form of dispatching has outstripped the technical know-how of installation and the rules which must be developed to insure its safe use.

The Rules Car, once the clearing house for the safety element, has all but disappeared from railroading. The Brotherhoods helped in its demise because some officials had used it to get rid of men they disliked. So the Brotherhoods insisted on a contract provision that once a man had satisfactorily passed a rules examination, he cannot be re-examined. Later, this was interpreted to mean that the examiner could not ask questions.

So, in the few such cars that are left, the examiner lectures the men and some of them nod drowsily. "Safety First" has become a myth.

(Left) The Golden Boy in pensive mood. Portrait of Lucius Beebe made by Charles Clegg while they were shooting the old slim-gage Carson & Colorado. (Above) Beebe and Clegg, in top hats, celebrate publication of first joint book, *Mixed Train Daily*. You see Clegg's profile. Photo taken in baggage car on Maryland & Pennsylvania train chartered for occasion.

Interesting Railfans: No. 3 LUCIUS BEEBE

AS AUTHOR and co-author of an array of railroad books that occupy considerable footage on any library shelf, Lucius Beebe mildly deprecates the term *railfan* in his case. He says its connotation is generally that of an amateur or *aficionado,* while he is strictly pro.

True, Mr. Beebe. But the first two personalities in this series, Grahame Hardy and Al Kalmbach, likewise are pro. So is John W. Barriger, who owns the world's largest one-man railroad library and is one of America's most distinguished railfans. John is president of the Pittsburgh & Lake Erie Railroad.

Also pro are Nelson Blount, who accepts cash for rides on his two-foot-gage Edaville Railroad at the thick end of Cape Cod, and Freeman Hubbard, who actually gets paid for the fun of editing *Railroad Magazine*, and Owen Davies, the famous Chicago dealer in railroadiana, and, to some extent, all others fans who sell train snapshots, steam recordings, locomotive builders' plates, switch keys, and the like.

Sure, L. B. makes money on his railroad associations, like many of us, only Beebe makes a lot more than the average. To illustrate, the Henry M. Flagler estate recently retained him at a fee of $1,000 a day and expenses for a trip to Florida to supervise the restoration of that magnate's swanky railroad car for the new Flagler Museum. That sort of thing, Beebe argues, removes him automatically from the novice or fan status.

Beebe is a millionaire but not largely through his railroad interests. His chief source of income, we suspect, is growing apples on his vast private domain in the State of Washington and shipping them by rail all over the country. You may have eaten Beebe apples often without realizing it. At the same time, our friend Nelson Blount of Edaville has become wealthy on a contract to supply clams for Campbell's soups. Thus Beebe and Blount, unlike Napoleon's army, march on other people's stomachs.

Back in the early 1930's the New York publishing house of Appleton Century asked Beebe to put together a popular book of railroading in picture form. It was the first such undertaking on record, except for Robert S. Henry's classic and perennial *Trains,* but when our hero looked over the available photographic material he found it so poor that he refused the commission.

"In that case," suggested Appleton Century's editor, Mrs. Elizabeth Haskell, "why don't you take some railroad pictures yourself?"

Beebe did so. He bought a 4x5 Graflex and stalked engines and trains. Many of his camera studies are quite

good. He also made his first visit to the *Railroad Magazine* office and borrowed a few shots from our files. Then he contacted other photographers for the same purpose. Finally, *High Iron* appeared on the bookstalls. It was well received.

"A crude thing by sophisticated present-day standards," Beebe confesses, "but it seemed to touch off a lot of other railroad books."

L. B. is now fifty-eight, a big husky fellow of six feet three. He weighs 212 pounds. His very first book, believe it or not, was a modest volume of verse. "At my time in college," he recalls, "everybody wrote verses, English, Latin, or French, and this was accepted as a polite accomplishment of an educated gentleman. Some of my verse translations from Horace and Catallus appeared last year in an anthology published by Houghton Mifflin."

Beebe is a modern Petronius, his prototype having been the Arbiter of Elegance in ancient Rome. He is just that. But instead of a gleaming bronze chariot, Lucius shares with his partner, Charles Clegg, the ownership and use of one of America's last private railroad cars. The two men jointly had two such equipages. Their first car, *The Gold Coast,* they gave to the West Coast Chapter of the Railway & Locomotive Historical Society. Their second car, the *Virginia City,* which they ride occasionally with their huge St. Bernard dog, Mr. T-Bone Towser, is kept by the Southern Pacific at Sparks, Nevada.

Private railroad cars, according to the apple-growing Petronius, are a normal way of travel for those who can afford them. Oh, yeah? Anyhow, Beebe's knowledge of the subject prompted him to turn out a specialized book, *Mansions on Rails: The Folklore of The Private Railway Car.* Written in a colorful, nostalgic style and beautifully illustrated, this work was published by Howell-North at Berkeley, California. Somewhat to the author's surprise, a limited edition of 2,000 copies sold in no time flat. The trade edition is still a stock item in many bookshops, including those of Grahame Hardy and Owen Davies.

Although railroading is Beebe's major love, he is basically a newspaperman; for more than twenty-one years he was on the *New York Herald Tribune.*

Some time ago Beebe and "Chuck" Clegg moved to Virginia City, Nevada, as a protest against New York's high taxes. For the past decade they have been co-owners and publishers of a

On the Beebe-Clegg private railroad car, *Virginia City,* all inside doors swing on double hinges to permit a nightly inspection by pedigreed St. Bernard mascot known as Mr. T-Bone Towser.

weekly paper there, *The Territorial Enterprise.* Beebe is also an editorial writer for the *San Francisco Chronicle* and a regular contributor to such coated-paper periodicals as *Holiday, Esquire, Town & Country,* and the *Ford Times.* Now and then he does a piece for the non-slick *Railroad Magazine.*

His main interests as a New Yorker included food, drink, the theater, formal society, and other aspects of a strictly urban scene. Men about town knew him as a playboy. Today Beebe is more mature, a creative writer of historical railroad books. He is also interested in Rolls Royces. He and Clegg spend the winter months at Hillsborough, a San Francisco suburb, where they entertain on a moderate scale.

Lucius first met Chuck in Washington at the bar of the Wisconsin Avenue home of the late Mrs. Evalyn Walsh MacLean, who owned the fabulous Hope Diamond. Their plans to do a comprehensive study of shortlines was interrupted by World War II. Chuck saw service with the Navy in the South Pacific while Lucius, by his own description, kept the home fires burning at Bleeck's saloon next door to the Herald Tribune Building. Afterward, the two partners toured the country, taking along their own stock of Bourbon, and the result was *Mixed Train Daily: A Book of Short Line Railroads.* It played a merry tune on the cash registers of countless bookstores.

Other railbooks from their collaborative efforts are *The Age of Steam, Hear The Train Blow, Steamcars to The Comstock, Cable Car Carnival, Narrow Gauge in the Rockies,* and *U.S. West: The Saga of Wells Fargo.*

"By adding dignity and imagination," writes Dave Morgan, editor of *Trains* magazine, "Lucius Beebe has introduced a new dimension to American railroad literature. His copy is rich and memorable and he knows how to select the illustration to document his words. I agree with *Railroad Magazine's* comment (Aug. '38) that Beebe approached the subject of railroading 'with more sophistication than it usually commands'."

Beebe in a solo capacity has just delivered to Doubleday in New York, for publication this fall, the picture-manuscript of *Mr. Pullman's Elegant Palace Car,* a study of passenger travel in the Golden Age of Steam. Jointly, he and Clegg expect to produce for Howell-North next year a pictorial job on the Denver & Rio Grande Western.

"No other writers and photographers have done more to publicize the narrow-gage lines in this state," enthuses Bob Richardson, proprietor of the Colorado Railroad Museum at Golden. "The Silverton train's initial escape from the junk man was due largely to the literature of Beebe and Clegg."

Beebe has many prejudices in the American scene. His pet peeves include, he says, "jet air travel, Madison Avenue methods of selling the most patent trash, the American Civil Liberties Union and other Communist front groups, and defeatism on the part of those railroads which proclaim that passenger traffic is doomed."

"Neither Clegg nor I have ever been members of the tractive-force and cylinder-dimension contingent of dedicated experts," Beebe declares. "We prefer the beauty and romantic aspects of railroading and the social, economic, and regional implications inherent in riding the steamcars."

With regard to the passing of steam power he says: "There are no longer any railroad pictures worth taking, with the result that our interest, Clegg's and mine, has been directed of necessity into the legendary past. We are historians of something that was, haunting the roundhouses of yesterday and riding the palace cars of memory. We like to think of our books as recording the great American pageant in an age when life was infinitely more admirable than it will ever be again."

(Next in this series: Owen Davies)

The glory that was Virginia & Truckee was recaptured by Lucius Beebe and Charles Clegg in one of their great historical books, *Steamcars to the Comstock.* These two shots by Beebe exemplify the quality of camera art in that book. (Above) A morning in 1946: engine 26 wheeling a train at Lakeview. (Below) No. 27's last southbound run, Reno to Carson City.

Picture from old adv. of H. K. Porter & Co., Pittsburgh, Pa.

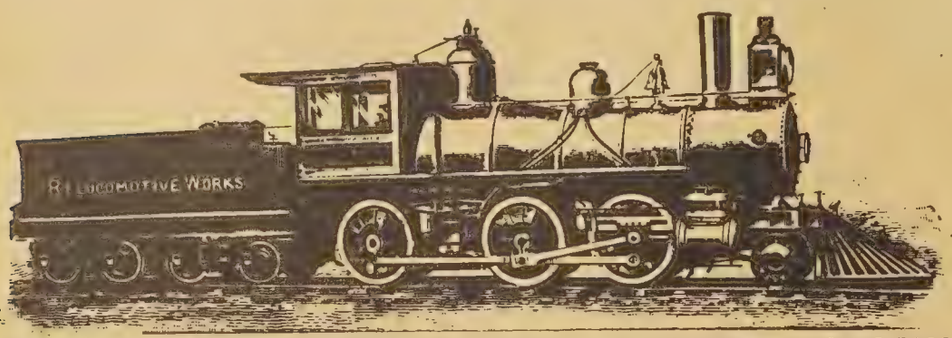
The MOGUL

by H. L. Kelso

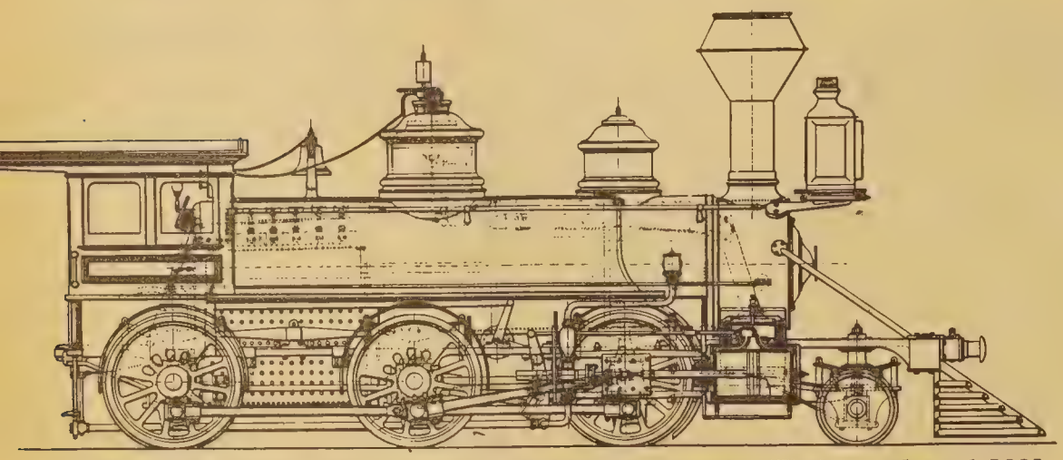
THE MOGUL, or 2-6-0 type, was born in answer to the age-old clamor by railroad top brass for motive power that would haul longer trains at less cost per ton-mile. It cut quite a figure in railroad history. The word *Mogul,* that originally meant one of the fierce Mongol conquerors of India in the 16th century, is now applied to the 2-6-0 steam locomotives that conquered mountain grades with heavy loads of freight.

The locomotive authority Angus Sinclair wrote that the first Mogul was completed May 25, 1867, by Baldwin Locomotive Works for the Thomas Iron Co. This engine, the *E. A. Douglas,* No. 4, weighed 27½ tons and had 44″ drivers and 16x22″ cylinders.

But possibly Sinclair slipped up. We know that as early as 1852 the Philadelphia & Reading built 2-6-0's in its Pawnee Class, and two years later Danforth, Cooke & Co. outshopped a 2-6-0, the *Anthracite,* for the Delaware, Lackawanna & Western. Those early engines, however, were not true Mogul types, for each pony truck was held rigidly in the main frames.

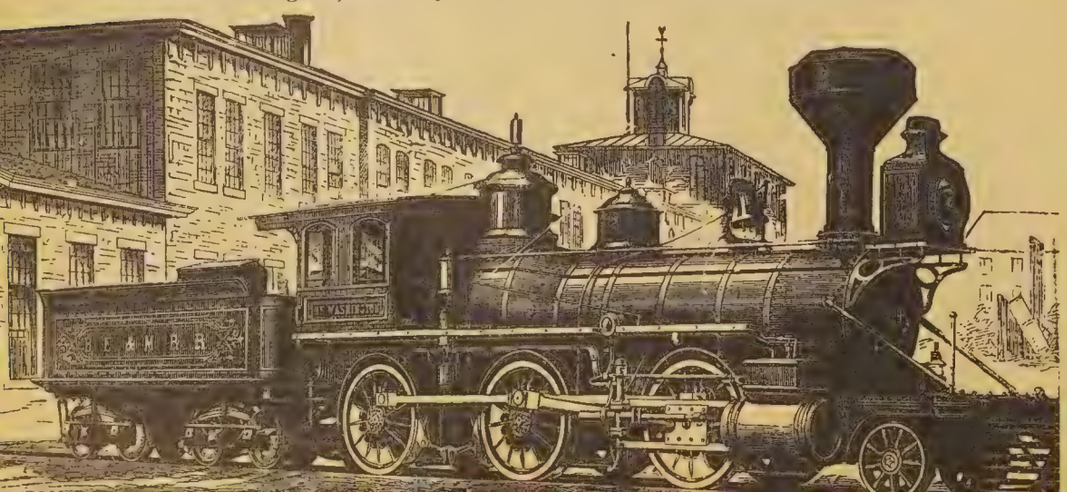


Rhode Island Locomotive Works used this print in an advertisement dated 1900.



Mogul for freight service shown in Baldwin Locomotive Works catalog of 1881.

The *Mt. Washington,* built by Manchester (N.H.) Locomotive Works for BC&M.



In 1861 and '62, New Jersey Locomotive & Machine Co. built two 6′-gage 2-6-0's (the *Passaic,* No. 34, and the *Morris,* No. 40) for the Jersey Central. Both handled coal drags received from the Lackawanna at Hampton, N.J., for trans-shipment to Elizabethport and both, according to Stewart Graham (in R&LHS *Bulletin 91*), were either sold or scrapped in 1876, the year of the Philadelphia Centennial.

Another Mogul built before Sinclair's date was turned out by Rogers Locomotive & Machine Co. in 1863 for the New Jersey Railroad & Transportation Co. (now part of the Pennsy.)

For many years the Baltimore & Ohio used its Moguls with success on freight and passenger trains but later downgraded them into switching service only. Larry Sagle, in his book, *A Picture History of B&O Motive Power,* tells us that the road acquired some of its Moguls when it took over such shortlines as the Cleveland, Lorain & Wheeling and the West Virginia & Pittsburg, and built others in its own Mount Clare shops during the 1880's. Still others came from the great outside builders—Brooks, Rome, Pittsburg, Richmond, and so on—in the 1880's and 1890's.

Prior to that time, in 1875, the company's Master of Machinery, J. C. Davis, had a big idea. He designed and built No. 600, the grand-daddy of all B&O Moguls, at Mount Clare. That engine hauled mail and express over the rugged 17-mile grade on the old Third Division between Keyser and Grafton, W. Va. The power-packed 600 had a larger grate than the Perkins Ten-wheelers and about 8,000 more pounds of weight on her driving wheels. But it seems she didn't do as well as the Ten-wheelers in that grade and was pulled off the run. Her design was never duplicated for passenger engines, although a number of fast freight-haulers were built from it.

Meanwhile, in 1876, the beautiful

Philadelphia Centennial Exposition of 1876 awarded top honors to this Mogul, No. 600, as world's largest and best locomotive.
Baltimore & Ohio Railroad

600 was put on display at the Centennial Exposition in Philadelphia. There, resplendent and shining, she won first honors as the finest and largest locomotive ever built up to that time. Exactly fifty years later, when Philadelphia celebrated its Sesquicentennial, the Davis masterpiece climaxed her long career by running from Baltimore to Philadelphia and back, under her own power, to go on exhibition again. It was a real triumph for steam.

You can see that same Mogul today, proud but dust-covered, in the B&O Museum at Baltimore—that is, by getting special permission from the curator, Larry Sagle. The old museum that used to be Bailey's Roundhouse is closed (temporarily, we hope) to reduce the cost of upkeep.

A Baltimore & Ohio roster of 1907, the year after *Railroad Magazine* was founded, shows 62 Moguls in service. Where are they today? Where are the leaves of last autumn? The ageless Pyramids still tower above the hot desert sand of Egypt after thousands of years, but how many of those mechanical wonders, steam locomotives, endured for more than a few brief decades?

You would look in vain for survivors of Class K-20, the lot of ten Moguls which Baldwin built for the old Chicago & Alton and which the B&O purchased from the Alton in 1936. Those engines were numbered 2430-2439. They had the time-tested Stephenson valve gear plus 190 pounds of boiler pressure. They boasted 51″ driving wheels, 22x 26″ cylinders, and 36,300 pounds of tractive effort. Their weight on drivers was an impressive 142,000 pounds.

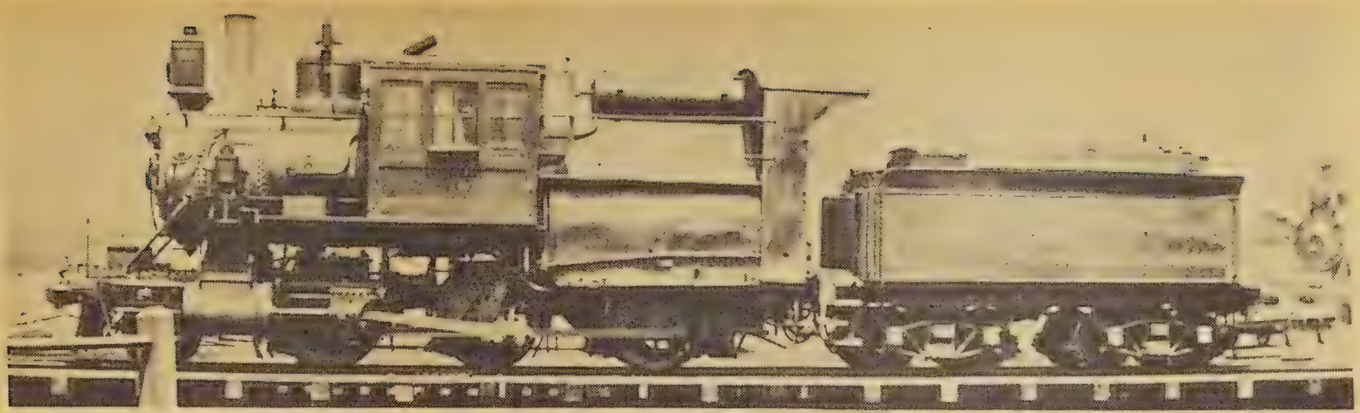
In 1911 Baldwin outshopped ten Moguls Nos. 901-910) for the B&O Chicago Terminal. These were heavier and somewhat more powerful than the K-20's. They had Stephenson valve gear and piston valves. Their specifications included 52″ drivers, 21x26″ cylinders, 200 pounds b.p., weight on drivers 164,250 pounds, and tractive effort, 37,400. Originally Class K-16, they were later given Schmidt superheaters and reclassified K-16a. All went to the scrap pile in December, 1949, with only a handful of oldtimers and failfans to mourn their fate.

The last and heaviest group of B&O 2-6-0's were the Class K-17's, Nos. 2441-2450, of which three were still pounding the rails as recently as January 1, 1952. Lima built them in 1917. As Sagle's book states, they had 52″ drivers, 22x26″ cylinders, and 185 pounds b.p. Also: weight on drivers 142,000 pounds, tractive effort 38,100. They had piston valves, Baker valve gear, Schmidt superheaters, and Ragon-

Famous Mogul, now preserved at Baltimore, was named *J. C. Davis* for B&O Master of Machinery who built her in 1875.
Collection of Lawrence W. Sagle

Among the many 2-6-0 Camelbacks that burnished American rails was the three-cylindered No. 35 of the Erie & Wyoming Valley (Baldwin, 1892), later Erie 742. Unusual for such engines was the six-wheeled tender shown here.
All three Camelback pix from Warren Stowman collection (2011 W. Godfrey Ave., Philadelphia, Pa.)

Collection of Lawrence W. Sagle
Numbers 2441-2450, Class K-17, were built by Lima in 1917. Three of them were still pounding the rails in January, 1952.

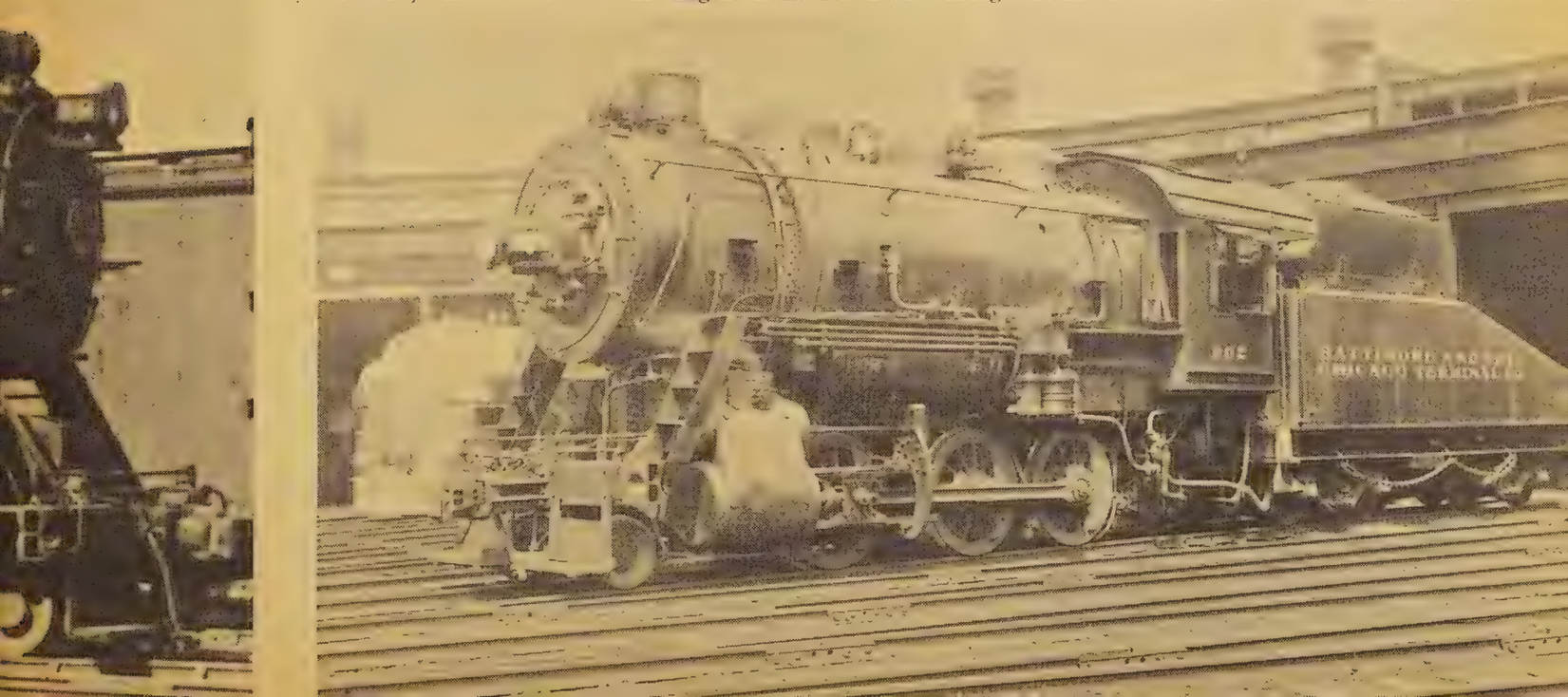


Camelback Mogul No. 60 of the New York, Susquehanna & Western (formerly Susquehanna Connecting Railroad).

Phila. & Reading Camelback, built by Baldwin as 2-4-2 in 1893, was rebuilt to 2-6-0 in about 1903 and scrapped in 1906.

Bill Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.

No. 902, one of ten Baldwin Moguls built for B&O Chicago Terminal in 1911. Photo made in 1948.



net power reverse. Like the K-16's, they were designed for switching, with slope-back tenders.

EASTERNERS may think of New England as "Mogul Country," but in truth most of the United States also was in that category. The Central Pacific, for example, used 2-6-0's in construction days. Its successor, the Southern Pacific, ran scads of them on its glinting steel from New Orleans to Portland, Oregon. Over the southwestern badlands Moguls seemed to grow on every Joshua tree. There were many on the various lines acquired by the Santa Fe, the Union Pacific, and the Great Northern.

And what about the Missouri-Kansas-Texas? Ah, that was a road which really loved the 2-6-0! Sylvan R. Wood has something to say about it in a piece he wrote for a Railway & Locomotive Historical Society *Bulletin*. Wood points out that the Katy's early rosters showed several 2-6-0's with dimensions indicating they were huge engines for their day.

"It is likely," he says, "they were used to a great extent on the heavy grades between Sedalia and Franklin, Missouri."

In 1883 the Rogers works sold the Katy twenty Moguls (Nos. 127-146). Since the Katy was then under control of the Missouri Pacific (Gould system), the latter road may have ordered them.

"This seems probable," Wood goes on, "in view of the fact that twenty duplicates of those engines were in service for many years on the Texas & Pacific, another Gould property. The T & P engines bore road numbers 141 to 160, inclusive."

Evidently the Katy had found 2-6-0's ideal for the fast handling of rather heavy trains. The Gould System in general had poor roadbed, for which the Mogul was not deemed suitable. But the Katy's track conditions were better than average and on such track the 2-6-0's performed well. Katy freights hit speeds somewhat above that of other southwestern roads. Due to its good tracks and its policy of maintaining low gradients, Katy 2-6-0's enjoyed higher tonnage rating than did those on neighboring lines. This gave them long years of usefulness before changing conditions forced the use of heavier motive power.

The Rogers 2-6-0's must have been successful, for in 1886 the Katy ordered twenty similar engines from Baldwin, then in the period of 1889-'92 bought 62 more. These engines, known as "Katy hogs," had slightly larger dimensions and more power than their predecessors had. Expertly designed, well maintained, and using the best obtainable fuel (McAlester coal), they responded in a noteworthy manner. Their ability to wheel tonnage swiftly became a legend.

At times they swung into passenger runs, where their work was likewise superb. Trains never seemed too ponderous nor the schedules too fast for them. This type served so well that the Katy had 350 Moguls on its all-time roster of 1,000 steam locomotives. No other road, so far as we know, had a bigger percentage.

Like the other types described in our articles, a number of Moguls have been converted to different wheel arrangements. Some were rebuilt into 0-6-0's and 4-6-0's. A novel conversion occurred when the Philadelphia & Reading turned a Columbia type (2-4-2) into a high-rolling Mogul, quite a change.

Back in 1894, the year of the Pullman Strike, the largest 2-6-0's in service anywhere were ten units on the Delaware, Susquehanna & Schuylkill, which later became part of the Lehigh Valley system. The road's able superintendent, Daniel Coxe, Jr., designed them with the then latest improvements for handling heavy freight trains quickly and safely. The DS&S was the property of Coxe Bros. & Co., a coal mining concern, which boasted 60-odd miles of main line, all on their own land.

Those ten Moguls were equipped with Leach air-blast sanders, Pennsy standard whistles, air bell-ringers, Westinghouse air brakes, and Little Giant injectors, and were painted green. Each had six-wheeled tender, also splashed with Irish color, having a Janney coupler. Mr. Coxe was proud of those tenders. He said they were cheaper and simpler than the double-truck bogies, rode splendidly, and never had a hotbox.

The New York Central also had some Moguls of which it was proud. Back in 1889, when two grandsons of Commodore Vanderbilt were running the system, the Central was using 4-4-0's exclusively in road freight and passenger service, and a tonnage freight train was a mere twenty loads. But in 1889 the Central supplanted its American-type freight-haulers with 2-6-0's

Those engines were designed by William Buchanan—known to history as the designer of the speed king 999—and had them built by the Brooks, Rogers, Rome, and Schenectady locomotive works. The main dimensions included 19x26″ cylinders, 64″ drivers, and 122,000 pounds of engine weight, but in other respects the builders were al-

PSRHA, Box 1362, Seattle, Wash.

Now operating on rails of Puget Sound Ry. Historical Asso. museum is 2-6-0T No. 17 from Canadian Colleries (Dunsmuir) Ltd.

T. H. Bateman, 928 E. Haines St., Philadelphia, Pa.

The man who shot this Mogul, No. 384, at the Philadealphia enginehouse of the Philadelphia & Reading in 1919 was standing too close to her. (Later on, the engine was equipped with outside Walschaert valve gear.)

lowed some individual latitude. Those Moguls could haul three times the capacity of 4-4-0's.

AT THIS POINT we offer some comments from an old Baldwin and Pennsy veteran, T. H. Bateman, 928 East Haines Street, Philadelphia. While employed at the great Baldwin plant in Philadelphia many years ago, Bateman helped to build numerous Moguls for both the domestic and foreign market. He has ridden behind 2-6-0's in road service in the United States and Canada and has photographed some of them, besides accumulating a few Mogul shots from other sources.

"One picture in my collection," he says, "shows Pennsy No. 923, a typical Mogul with the old guides and with the crosshead using shoes; babbitt metal was not widely used at that time. Also shown are the slender drive and connecting rods with grease cups. When I was working for the Pennsy I lubricated a countless number of engines, Moguls and others. We filled the cups with soft grease and after the pins had attained a running heat we packed in hard grease.

"Also interesting in that same photo are the Belpaire firebox and the location of the headlight atop the smokebox, which was standard with the Pennsy. This group of Class F's was designed with two steam domes, one main and one auxiliary maintaining the whistle and pops. In those days wooden cowcatchers and archbar-type tender trucks were standard."

Bateman recalls that when he was a youngster he saw many Moguls puffing up long grades with parts of the smokebox door red hot.

"This," he says, "was caused by cracks developing mostly at the bottom. Intense heat would burn the cinders that collected. The boiler feed-pipe had two right-angle bends. The main driver was blind."

Another Pennsy 2-6-0, No. 839, built by Alco, had a straight wagon-top boiler and no Belpaire firebox. A photo of her in the Bateman collection shows the running-board and hand-rails in an unbroken straight line. There was concealed pipe-work. One dome was used for developing the highest point in the boiler with both the whistle and the pops mounted on it. The headlight's location on a bracket beyond the smokebox indicates that No. 839 probably ran on the Pennsy lines west of Pittsburgh. The tender was equipped with a water scoop for passenger service.

After many years of serving the Lackawanna and then the Dansville & Mount Morris, Mogul No. 565 has been bought by William Whitehead of Oldwick, N.J., to operate Jersey Central's old 4.7-mile Chester branch as a tourist attraction. N. Kent Loudon, 10 Gum St., Buckhannon, Pa.

"Back in 1910," Bateman says, "I had an exciting ride in the cab of a Mogul, No. 5, over the entire length of the Algoma Eastern from North Bay to Little Current, Ontario, which was then wild country. We rode through a forest fire with trees still burning. Unlike most Moguls, the 5-spot had piston valves and Walschaert valve gear, using saturated steam.

"Close behind us followed a freight train wheeled by a fast Consolidation type. When they caught up with us, we ducked into a siding and waited. I will never forget that experience, as no signals were used. We could see the freight brakeman trying to attract our attention from the cab window as we wound our way through smoldering woodland."

Speaking of Ontario, one of Canada's shortest common carriers is the three-mile Mattagami Railroad, running between Smooth Rock and Smooth Falls, Ont., and owned by the Abiribi Pulp & Paper Co. of Toronto. If you've ever ridden that line from end to end you had the thrill of seeing the far terminal the moment you left the home terminal. Each year the Mattagami carries about 200 passengers and hauls more than 100,000 cords of wood. Its motive power consists of a 4-4-0 and a Mogul.

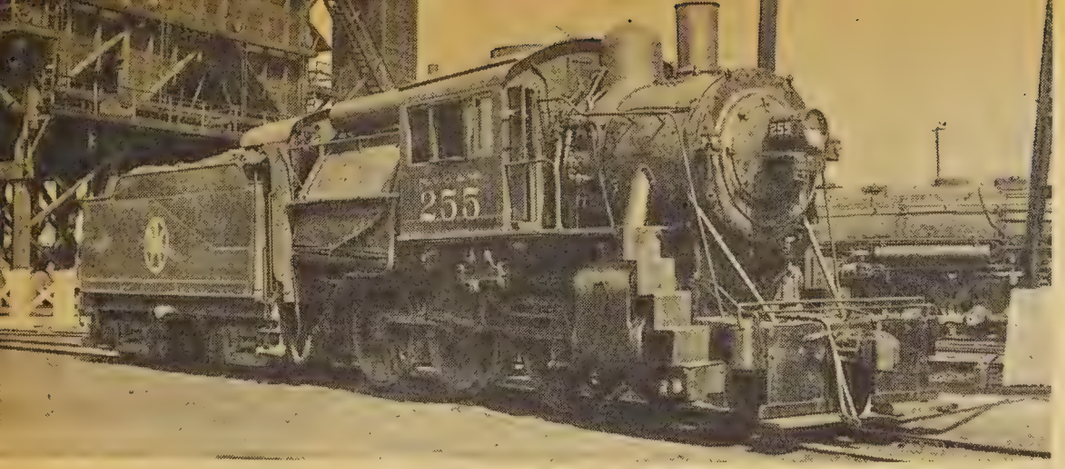
While in Ontario we note that the 25 Moguls comprising Class E-10-A of the Canadian National, Nos. 902-926, were inherited from the Grand Trunk, which had listed them as "light" or "way-freight" Moguls. They hauled general freight and mixed trains in Ontario.

Built in 1910 by the Canadian Locomotive Company at Kingston, Ont., they were numbered originally 1000-1024, Class E-8. After being rebuilt with superheaters and with piston-valve cylinders instead of the slide valves, they were reclassified E-12. When CN took over the Grand Trunk in 1913 all 25 of them were added to the CN roster. The National used them for the most part in the same territory on light freight, branch-line passenger trains, mixed trains, and even work trains. A final renumbering of Class E-10-A, 80 through 96, was made to clear the digit numerals for the Newfoundland diesels.

LEAVING Canada, we drop down to El Paso, Texas, to see a 2-6-0 in action today. The El Paso Southern, owned by the Southern Pacific, operates as a gateway between the United States and Mexico in conjunction with the Chihauhau-Pacific Railway of Mexico. The EPS's track ownership ends at the international border on a bridge across the Rio Grande. The road has no rolling stock of its own but rents SP engines.

Canadian National engine 83, Class E-10-a, was the last Mogul to operate in the area of Hamilton, Ontario. Photo (Sept. 15, 1955) shows her climbing a mountain with train 233. Late in 1958 she pulled work trains, and in '59 she was scrapped.
W. H. N. Rossiter, Oakville, Ont., Canada

Two Pennsy 2-6-0 shots in collection of T. H. Bateman, who worked for both PRR and Baldwin. (See comments, page 25.)



Camelback 2-6-0 on the old New York, Ontario & Western in the Middletown yard.

Stephen D. Maguire

Each morning the Chihuahua-Pacific, pushing a string of loaded freight cars with a Mogul, runs onto EPS rails at mid-river and, after U.S. customs and immigration inspection, shoves those cars onto American soil and into the EPS yard. There they are inspected more closely. The Mexican 2-6-0 picks up whatever empties are ready and, after a Mexican checkup, trundles them across the line into Mexico.

Going much further south, we find Moguls on the Central Railway of Peru, which climbs the Andes Mountains to nearly 16,000 feet above sea level. That is the top of the railroad world, the highest spot ever attained by standard-gage trackage.

When the Central of Peru began operation many years ago it was a narrow-gage line using only Moguls. Unfortunately, the official records of its early locomotives were destroyed by fire. We do know that for a considerable time only 2-6-0 s wheeled its mainline trains out of Lima, the capital of Peru. Some were built by Rogers between 1870 and '72 and at least one by Danforth & Cooke.

Those brassbound little beauties had high stovepipe stacks crowned by ornate caps. Brass crosshead pumps fed the boilers. The cylinders measured 17x22″ and the boiler pressure was 140 pounds per square inch. The valves were rocked over from the frames by conventional Stephenson gear. In the cab, the quadrant was so long that when the engineer was reversing he had to walk some distance with the Johnson bar. Driving wheels were 49½″ in diameter, and the firebox burned coal imported at great cost from Cardiff, Wales.

The engines were kept spotlessly clean. In those days the company did not employ wipers, but the firemen and coal-passers spent their spare time polishing them. One day Traveling Engineer John Sherriff showed up at the Guadelupe shop yard of the Central of Peru and found a hoghead named Watson getting his Mogul ready to head out an extra from Callao. Sherriff, as was his custom, took a close look at the engine. Watson apologized because the running gear was less than immaculate. Sherriff, wearing a brand-new suit of white drill, kept a poker face. To Watson's dismay, he deliberately sat down on a side-rod and talked pleasant generalities Then he strode back to the office while Watson was pulling out of Callao.

That evening when the engineer got home he found a package containing Sherriff's trousers with a terse note which said, "Please have these washed and returned to me tonight. I need them tomorrow." Watson and his wife stayed up late to clean and iron the official's trousers and delivered them before midnight. Never again was dirt seen on Watson's Mogul.

Another throttle artist on that road, named Carillo, was too fond of liquor. It is said he couldn't go for more than an hour between drinks, and as the mainline stations were spaced about that far apart he made a practice of heading for a bar at every stop.

One afternoon Sherriff climbed onto the caboose of Carillo's drag to set a trap. He saw the hogger return to his cab from a saloon with a bottle of liquor hidden in a burlap bag.

"What's in that sack?" Sherriff asked.

"Bran," said Carillo, keeping a straight face. "The tubes are leaking a bit and this medicine will fix them."

The official grunted. Later on, just south of Matucana, the 2-6-0 fouled a bad guard-rail and hit the dirt. The crew swore and sweated. Ten hours afterward, with help from a track gang, they rerailed the engine. During all that time Carillo had been without a drink and was jittery. Sherriff noticed it.

"Carillo," he said casually, "I'm hopping the next train south. We've been around here ten hours, haven't we? Well, here's some money. Buy yourself a big shot of bran."

WE NOW cross the Atlantic in the early 1890's. An American builder has just delivered a batch of 2-6-0's to the Midland Railway in England. The *Railway Magazine* there describes them as "ungainly assemblages of iron" and says that "in No. 2501 and her sisters are reproduced the worst features of home and American design." The editorial goes on:

> So far as appearances go, these are evident in a sandbox placed on the boiler barrel, a position long abandoned by enlightened British locomotive designers. It will be seen that a small sandbox, for use when running tender in front, is provided below the frames. Then we have the pony-truck, and the staying of the buffer-plate to the sides of the smokebox, outside cylinders, valve chests, etc., and rockers to take the motion from the eccentrics. An extended cab is provided, and the tender has two four-wheel bogies, which do not appear necessary for so short a tender
>
> No comparison can be made between the neat engines designed by Mr. S. W. Johnson for the Midland Railway and the uncouth machine "made in America." Indeed, it will be observed that the builders describe the engine as a "Mogul," an Americanism which can in this case be freely translated "mongrel."

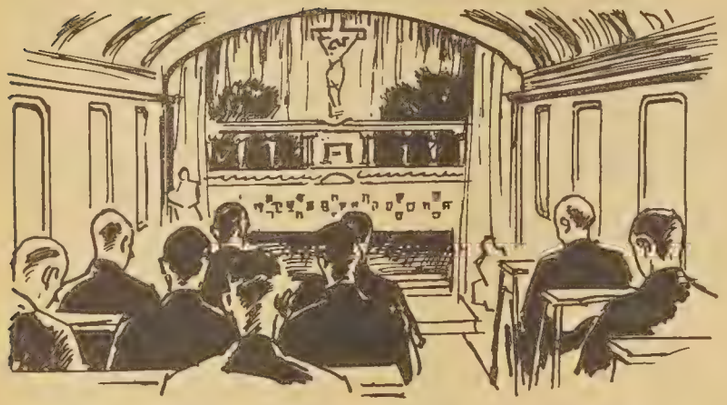
And that was one English editor's opinion. We come now to South Africa. In 1888 Baldwin built two 2-6-0's for the old Cape Government Railways and in 1901 two others with the same wheel arrangement for construction work on the old Natal Government Railways. Our informant is D. F. Holland, 8 Iris Road, Kensington, Johannesburg, South Africa.

"The Cape system also used a few small Moguls built in 1875 by the Avonside Locomotive Company and Beyer Peacock in England," he continues, "Those engines had 12x20″ cylinders, 39″ coupled wheels, 130 pounds of boiler pressure, and 7,200 pounds of tractive force (75 per cent). In 1879 Beyer Peacock turned out some more 2-6-0's with nearly the same specifications but different in appearance. The first batch had the pony-truck wheels *behind* the cylinders while the second lot had them *under* the cylinders, which were steeply inclined."

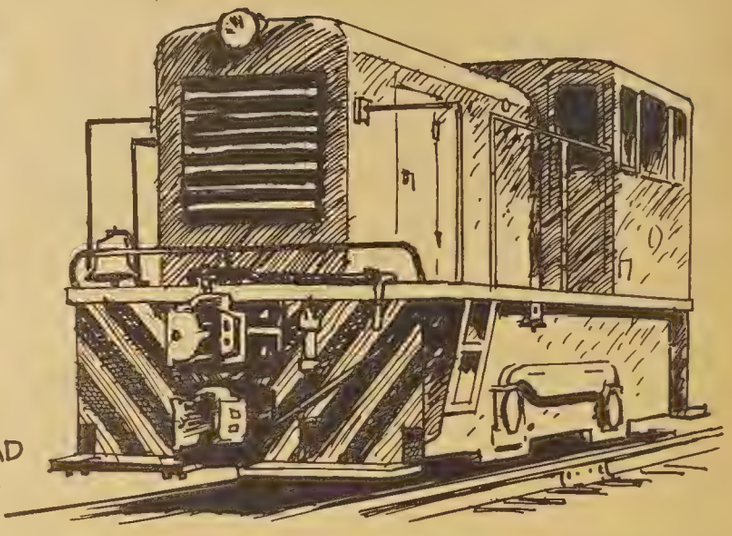
But allotted space runs out for this article. Next time we will deal with 2-6-0's on the Southern Pacific and New England roads and hell-roaring days of the old Colorado narrow-gages. Also, we will tell you where to see 2-6-0's on permanent display and where, even in America today, you can still ride behind a real puffing Mogul.

Along the Iron Pike

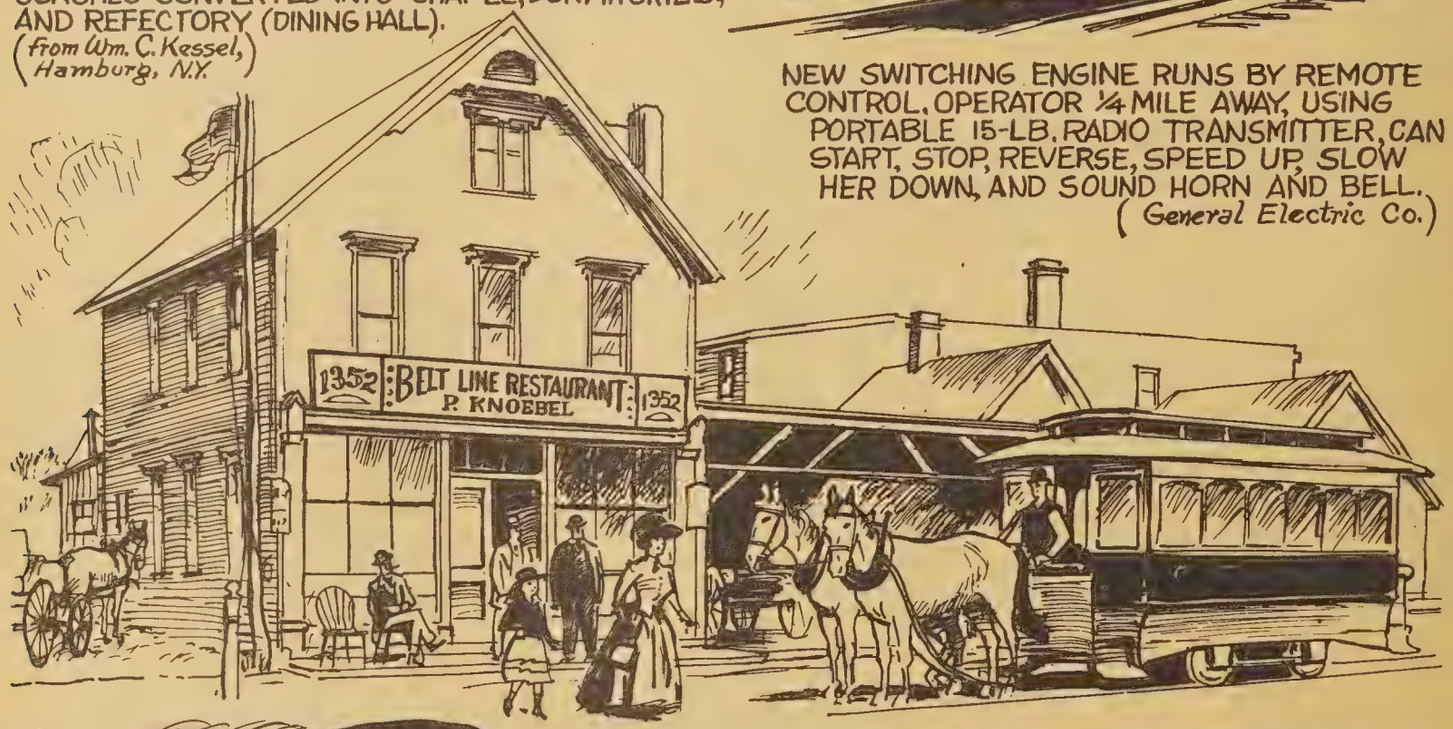
by Joe Easley



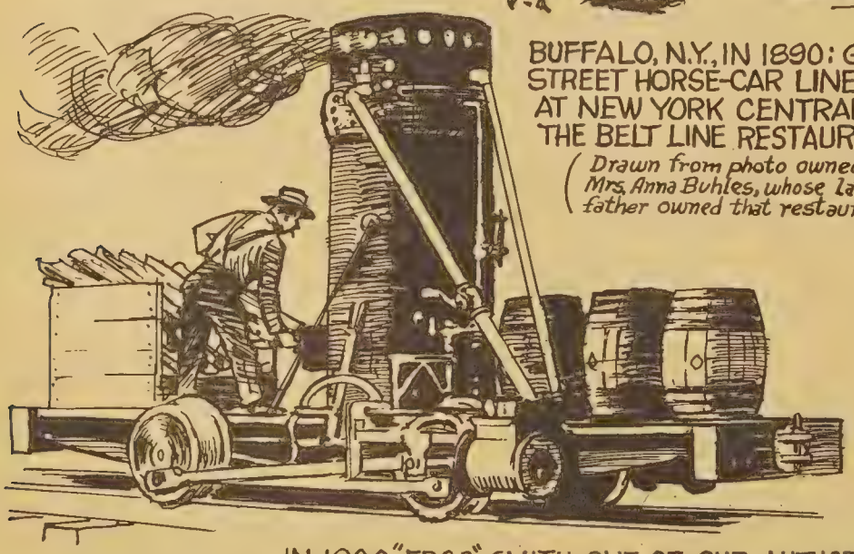
UNIQUE CATHOLIC MONASTERY OF ST. RABANUS AT MAINZ, WEST GERMANY, CONSISTS OF 7 OLD RAILROAD COACHES CONVERTED INTO CHAPEL, DORMITORIES, AND REFECTORY (DINING HALL).
(from Wm. C. Kessel, Hamburg, N.Y.)



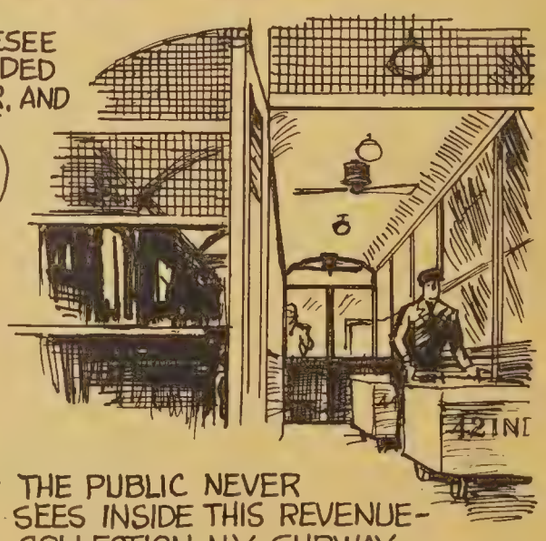
NEW SWITCHING ENGINE RUNS BY REMOTE CONTROL, OPERATOR ¼ MILE AWAY, USING PORTABLE 15-LB. RADIO TRANSMITTER, CAN START, STOP, REVERSE, SPEED UP, SLOW HER DOWN, AND SOUND HORN AND BELL.
(General Electric Co.)



BUFFALO, N.Y., IN 1890: GENESEE STREET HORSE-CAR LINE ENDED AT NEW YORK CENTRAL RR. AND THE BELT LINE RESTAURANT.
(Drawn from photo owned by Mrs. Anna Buhles, whose late father owned that restaurant)



IN 1906 "FROG" SMITH, ONE OF OUR AUTHORS, SAW THIS FREAK ROD ENGINE WITH 24" DRIVERS PULLING LOG TRAINS ON WOODEN RAILS FOR SHEELY BROS. LUMBER CO. WHEELS HAD 10" TREAD, 3" FLANGES, ABANDONED IN 1909 ON PROPERTY OF KELLY LUMBER CO. BRIDGEBORO, GA.



THE PUBLIC NEVER SEES INSIDE THIS REVENUE-COLLECTION N.Y. SUBWAY TRAILER CAR NO. 67. IT OFTEN CARRIES $100,000, WITH 6 GUARDS.
(Drawn from photo by Larry Steingarten, 690 Academy St., New York City.)

Captain Howey

The second *Dunrobin*, like the first, used to run over 17 miles of privately-built railway.

George Barlow

ONE IN A MILLION

by Thomas T. Taber

IF YOU were traveling by rail through the heathered moors and glens of northeastern Scotland from Inverness to the end of steel at Wick, 165 miles away, where steam locomotives still perform their traditional reliable service, you would not be likely to guess that 17 miles of your slow, twisting journey ran over a stretch of privately-built railway.

Standing alone beside the track in the sparsely-settled country 86 miles north of Inverness is the tiny one-room station of Dunrobin, which today is usually deserted. Like the 17-mile line itself, that depot was built about ninety years ago by the railway-minded Duke of Sutherland. The Duke, a proud laird with his family and retainers, lived in the great turreted castle of Dunrobin that frowned out over the restless waves of the North Sea. He needed rail facilities. With no good roads available, his castle was almost isolated from the rest of the world. Besides, steamcars were the easiest and fastest form of travel.

At that time the standard-gage Highland Railway was being pushed northward from Inverness; but in mid-June, 1868, when the rails reached Golspie, 84 miles distant, engineering difficulties halted the construction job. This displeased the Duke. Determined to have rail service without delay, he built a 17-mile line through his own domain north from Golspie to Helmsdale, including the private station to serve his castle, two miles distant.

This line cost around $360,000, a substantial sum in those days, and was opened for business June 19, 1871. The motive power consisted of a trim little 2-4-0T named, like the station, *Dunrobin*, that Kitson & Company had outshopped for him the year before. With 4′ driving wheels and 10x18″ cylinders, she remained in service until 1895. Thus the Duke of Sutherland realized the dream of railfans everywhere, a railway and a locomotive of his own. He was, you might say, one in a million.

The third and final section of railway intended to reach Scotland's northern tip was the Sutherland & Caithness, named for the two counties it ran through. Starting at Helmsdale, the far end of the Duke's railway, it cut a rough semicircle to Wick, with a short branch line to the remote village of Thurso, and was opened in 1874.

In time the three segments were joined. The Highland Railway operated them all but did not officially merge them into one company until September 1, 1884. The Duke of Sutherland had running rights over the Highland Railway in addition to his own line. He used the puffing little *Dunrobin* as a personal conveyance for himself, his kinfolk, and his guests, hauling his four-wheeled private car (built at the Highland's Lochgorm Works in 1909) whenever he chose to do so, between Inverness and his castle station.

Upon the death of the old Duke in 1892, his son assumed the ancestral title, lands, and castle and took his father's seat on the Highland's board of directors. Pretty soon he wanted a new, larger engine. So the Lochgorm Works designed a second *Dunrobin*, and Sharp, Stewart & Company built her in 1895. The young Duke sold the original *Dunrobin* to the Highland Railway, which rebuilt her and kept her in service till 1923. However, the first nameplate was transferred ceremoniously to the new locomotive.

The latter is a neat-looking 0-4-4T with 4′6″ drivers. She weighs 33 tons, with 40 pounds of boiler pressure and Allan straight-link valve gear. Her tank carries 700 gallons of water while her oversize cab was fitted with cozy seats for the elite passengers. The private engine and car were housed at Golspie.

Even after the London, Midland & Scottish had absorbed the old Highland Railway, the Duke retained his running rights over the line, but lost them when all British railways were nationalized in 1948. Thereupon, with a sense of frustration, he sold his locomotive and car to Captain Jack Howey, who owns and operates the world-famed Romney, Hythe & Dymchurch Light Railway, at New Romney in Kent County of England.

Jack Howey rode on the engine, and took two days to cover the 352 miles from Golspie to Carlisle with the *Dunrobin* under her own steam, towing the private car. Due to mainline traffic congestion, it was necessary to haul both pieces of rolling stock in freight trains on the trip to Ashford, Kent, which is near New Romney. There the *Dunrobin* was again fired up, for the triumphal run to New Romney, her present home. At the throttle was George A. Barlow, senior driver of the RH&D.

Today, both the old engine and private car from the Duke's railway are kept in spotless running condition. Periodically the *Dunrobin* is steamed up, and makes short runs to flex her steel muscles. Both are fit companions for the beautiful narrow-gage RH&D locomotives, which are housed nearby and all summer long wheel their trains for all who care to ride. And that is the story of a proud Scottish peer who, among railfans, was one in a million. ●

El Potosi & Chihuahua engine No. 7 wheeling freight through the desert. (Right) Broadside view of the same.

South of the Rio Grande

PHOTOS BY THOMAS WALSH

No. 2031 (Alco, 1938) is one of the mighty Mallets used by the National Railways of Mexico on long grade west of Oriental.

Daily Coahuila & Zacatecas passenger train near Carneros.

Electric pusher on local freight of Ferrocarril Mexicano.

NdeM No. 723 (Baldwin, 1881) on Tomelin mixed train sits beside Puebla express pulled by diesel (EMD, 1954) at Oaxaca.

Leaking steam, No. 261, formerly on National Railways of Mexico, is now trundling freight for the Coahuila & Zacatecas.

All photos on pages 30-32 by Thomas Walsh, 2430 Pennsylvania Ave., N.W., Washington 7, D.C.

Mainline passenger train of Mexicano was clocked at 65 miles per hour. Pacific-type engine 121 was built by Baldwin in 1910.

BOOKS of the RAILS

RUSSIAN STEAM LOCOMOTIVES, by H. M. LeFleming and J. H. Price, clothbound, hard covers, 112 pages, illustrated, indexed, John Marshbank Ltd., 90 Ebury St., London SW1, England, $3.90 postpaid.

Russia's railroads resemble those in the United States more closely than they do railroads of the other European countries. An American railfan who could speak the language would find himself pretty much at home on their 5'-gage system with its liberal loading gage (clearances), its 4-axle freight cars, its long trains, and its heavy locomotives.

If you ever visit the Soviet Union you would soon notice the American trend in steam-locomotive design. Later you would find a large number of American imports working side by side with locomotives built at the Kolomna, Nevsky, or Briansk locomotive works of the U.S.S.R. American imports include, of course, the famous 2-10-0 Russian Decapods. Between 1915 and '18 exactly 1300 of them were ordered by the Czar's Government, and 900 were built, but because of the Bolshevik Revolution 246 were altered and delivered to various American railroads.

During World War II, Baldwin and Alco built 2120 more 2-10-0's of the same design as well as 200 U.S. Army standard 2-8-0's, all for the Soviet Union. Besides these mass wartime acquisitions, the U.S.S.R. obtained some American locomotives for experimental purposes, which later influenced the design of standard Russian-built types; these included ten 2-10-4's turned out by Alco and Baldwin in 1931. Despite imports from the U.S. and elsewhere, the Soviet Union built most of its own steam power to a design as distinctively Russian as the K-4 is distinctively Pennsy.

The authors of *Russian Steam Locomotives* are Englishmen who have traveled extensively by rail in the Soviet Union, observing railroad operations and number-spotting. LeFleming is a railwayman and steam enthusiast with technical background. Price is the editor of *Cook's Continental Timetable*, which gives the schedules of many major European trains.

Their book is organized by periods (Czarist, Pre-revolutionary, Early Soviet, Big Engine, Wartime, and Post War) and lists each steam-locomotive class with a history of its development. Included are specifications, drawings, photographs, experiences with the use of various locomotives, and an estimate of the total number of units in each class, their numbers, and where operated. Besides mainline tender engines, the book covers tank and narrow-gage types and special experimental engines.

The book is a technical and operating discussion with broad railfan interest. It does not tend to become weighty (as many English works do) with dull descriptions or a recital of specifications. Instead, it is well balanced, easy to read, highly informative, and entertaining. The diagrams are excellent. The photographs are numerous and of ample size, mostly ¾ views showing details clearly. But we look in vain for action shots of Russian locomotives comparable in quality to the pictures you find in *Railroad Magazine* and *Trains*.

Russian Steam Locomotives would make a fine addition to the library of anyone interested in steam power or foreign railways. Its value as a reference work cannot be overstated.

—Sy Reich

THE BEAUTY OF RAILWAYS, a superb picture collection, introductory essay by C. Hamilton Ellis, 128 pages, 8x10½", Pitman Publishing Corp., 2 W. 45th St., New York City; also London, England, and Toronto, Canada, $7.50.

"Members of the tractive-force and cylinder-dimension contingent of dedicated experts," quoting Lucius Beebe, will pass up this elegant volume. There isn't a locomotive specification in it. Not a word about valve gear, feedwater heaters or double pressure control. But connoisseurs of truly beautiful railroad scenes will find it exciting. Many countries are represented in the 162 photographs and reproductions of paintings. The pages are large enough to show even minor details. Ellis's essay, like the book as a whole, is richly appreciative of steam power.

'93-'41 THUNDER LAKE NARROW GAUGE, 146 pages, clothbound, hard covers, some rare illustrations, published by the author, Harvey Huston, 860 Mount Pleasant St., Winnetka, Ill., $7.50.

Besides Ringling Bros. Circus, the Wisconsin Central, the Railroad Record Club, and Al Kalmbach, the Badger State is famous for having produced some great steam logging roads. Among them were the Robbins Railroad, the last narrow-gage common carrier in the Midwest, and the line of its parent company, Thunder Lake Lumber Co., which flourished from 1893 to 1941.

Mr. Huston tells their story with authentic details. He must have taken loving care and much effort to assemble so many rare photographs, but he could have done a better job by arranging them chronologically. Aside from a nostalgic frontispiece, the first few pictures show the line abandoned and being torn up. But the story and pix will delight narrow-gage fans.

THE HISTORIC LOCOMOTIVE POCKETBOOK, by H. C. Casserley, 256 pages, 4½x5½", hard covers, illustrated, indexed, Taplinger Publishing Co., Inc., 119 W. 57th St., New York City, $2.50; (also B. T. Batsford Ltd., London, England, 8s, 6d.)

"From the *Rocket* to the end of steam," as the title page says, Casserley gives a detailed account of British locomotives, with many photos and specifications, arranged by types. We regret that no handbook covers U.S. or Canadian steam so concisely and effectively.

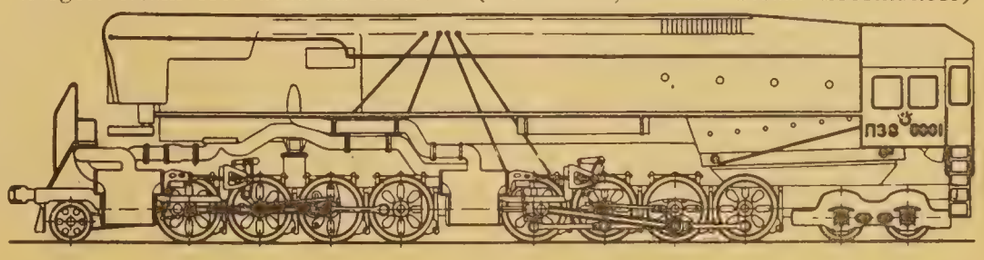
THE UNION PACIFIC RAILROAD: A Case in Premature Enterprise, by Robert W. Fogel, 129 pages, with bibliography and index, The Johns Hopkins Press, Homewood, Baltimore 18, Md., $3.50 clothbound, $3 paperbound.

A book for serious students of railroad history. "The building of the Union Pacific is more than an episode in history," Fogel writes, "it is a great American myth. The story of how this proud enterprise was ruined by rapacious promoters is as integral a part of the myth as the romantic versions of the explorations that preceded the road, the battles with the Indians, the armies of men pounding an Anvil Chorus across the plains, the race to the finish and the driving of the golden spike."

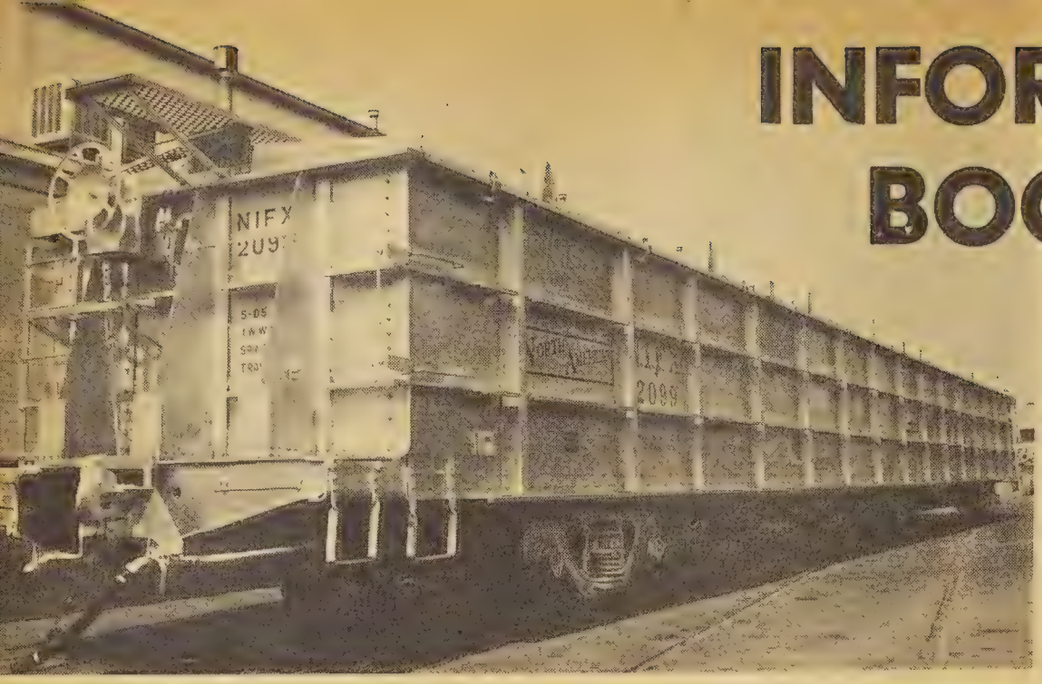
THE SOO LINE, new record, $5.25

No. 17 of the Railroad Record Club, Hawkins, Wis., is a 10-inch presentation of the Minneapolis, St. Paul & Sault Ste. Marie. On one side you hear the nostalgic sounds of an old-fashioned village station: the wall clock, the chatter of relays and sounder, etc. On the other side, the beloved sounds of steam engine 2719 at work.

Largest steam loco built in U.S.S.R. (from book, *Russian Steam Locomotives*)



INFORMATION BOOTH



World's largest aluminum car, 85″ long, built by Harvey Aluminum, North American Car Corp., and CRI&P, made a successful coast-to-coast test run.

1 *Did E. H. Janney invent the first automatic car-coupler?*

No. A. G. Heckrotte patented one in 1848. It was not practical. D. A. Hopkins' patent in 1856, a variation of the link and pin, wasn't much better. The earliest good one combined a hook coupler with a safety platform and a buffer, patented in 1863 by Ezra Miller. Adopted first by the Burlington, it soon spread all over the United States. Janney's device, patented in 1877, the year of the first big railroad labor strike, became the ancestor of all modern automatic couplers. The Pennsy used it first. In 1888 it was accepted as standard for all roads represented in the Master Car Builders Association.

By 1890 there were 45 separate varieties of automatic couplers in use on American freight equipment, not counting two other types, quite different, on passenger cars. One of the 45 was the Kelso coupler, made by the Pittsburgh company which owned the Janney patents. *The Fireman's Magazine* (March, 1903) described it as "more positive and stronger" than the Janney type. Can some oldtimer tell us about it?

2 *What is the Trailer Train Co.?*

It's an organization located at Haverford, Pa., a Philadelphia suburb, with a national pool of piggyback-flatcars for interchange service among its 35 members, representing 76 percent of America's rail network. The pool consists of 6,779 such cars, including 500 new ones delivered this year.

3 *How many American railroad employees depend upon railroad passenger business for a livelihood?*

That, my friend, is an unanswerable question. Many thousands of engine, train, and yard men handle both freight and passenger trains, not to mention the officials, maintenance-of-way men, clerks, signal men, dispatchers, electricians, mechanics, painters, etc., who work for both branches of service.

4 *Will the Long Island Rail Road operate shuttle service between Penn Station and the 1964 New York World's Fair as it did for the 1939-'40 Fair?*

Yes, but probably not on the old basis, 10 cents for a 10-minute run. Last January 11th, LIRR opened a temporary station on the same Flushing Meadow site for thousands of 1964 Fair employees from all over the world involved in planning and developing the mighty spectacle. Running time to and from this station is from 13 to 16 minutes, each trip. One-way fare, 60 cents; weekly commutation tickets, $6.72. The temporary station will be replaced eventually by a larger, beautiful structure fit to receive the millions of Fair visitors.

5 *Do you know anything about the train robber Capt. J. H. Gerard?*

Yes. His real name was Eugene Bunch. He taught school, edited a weekly newspaper, and fought with distinction in the Confederate Army during the Civil War. After the war he became a professional gambler, a heavy drinker, and finally a bandit.

His first armed holdup, on Oct. 3, 1888, yielded $28,000 from the express car of a train on the New Orleans & Northeastern (now part of the Southern system). The Southern Express Co. put Pinkerton detectives on his trail. Several robberies later, on Aug. 21, 1892, Bunch was trapped with an accomplice in a Louisiana farmhouse. His pal surrendered, but Bunch fought it out until he stopped a bullet between the eyes.

6 *I am a Canadian National passenger conductor. Friends want me to run for mayor in my town. If elected and I take a leave of absence from my railway job to serve as mayor, would I lose my seniority rights?*

No. Here is an answer from W. T. Wilson, Canadian National Vice President, Personnel: "An employee running for elective municipal, provincial, or federal office is granted leave of absence, without pay, for whatever time is necessary for reasonable electioneering purposes and if he is elected the leave of absence is extended, where necessary for the duration of the term of office. Leave of absence is not granted for other political activities."

7 *A brief history, please, of the Mansfield, Coldwater & Lake Michigan Railroad (now part of the Pennsy).*

Incorporated May 20, 1870, this road was built from Mansfield, O., to Allegan, Mich., to connect with the Michigan Lake Shore RR. The latter ran from Allegan to Muskegon, Mich. In Dec. 28, 1870, the two roads merged, forming a 223-mile line, which on July 20, 1871, was leased to the Pennsylvania Railroad for 99 years. That lease still has ten years to run.

"I lived nearly 54 years beside the MC&LM," writes Dale A. DeWalt, R.D. 2, Shelby, O. "I know a man who has copies of its original surveys. They turned up in the attic of an old house that was torn down near the Pennsy's Mansfield depot. The Pennsy recently abandoned about 40 miles of this road. I miss the trains that used to pass my home."

8 *(a) Why isn't* Railroad Magazine *slick-papered like* Trains? *(b) Why is it a bi-monthly?*

(a) We can't think of any reason why the two magazines should be identical. They are so different that many readers subscribe to both. *Trains* offers several good things that *Railroad*

doesn't. On the other hand, *Railroad* has front-cover pictures in beautiful color. Also locomotive rosters and railroad fiction stories. Also *Transit Topics*, the *Information Booth*, and a free *Switch List* (a service for which *Trains* charges 10¢ a word). Finally, our subscription price for 12 issues is less than that of *Trains*.

(b) We publish only six times a year so that every issue will remain on the news-stands twice as long. Thus each individual copy of *Railroad* has a better chance of being sold, which naturally cuts production costs *per copy*.

9 *Will the writings of the late "Haywire Mac" (Harry K. McClintock) ever appear in book form?*

We don't know. You can never tell what some discerning railfan book publisher like Howell-North, Al Kalmbach, or Grahame Hardy might decide to do. The boomer author of *Big Rock Candy Mountains* was, in our judgment, the most colorful railroad personality of modern times. Mac's true tales, poetry, and fiction were based largely on his own experiences. They are lusty, vigorous, authentic, and spiked with sly humor. Our favorite is his long, autobiographical "Twilight of the Boomers."

10 *I am looking for an old poem, "The Section Boss's Daughter."*

Here it is, by Hugh Owen O'Neil:

Somehow the sky is bluer than it ever used to be
And the golden sunshine brighter than before
And though we burst an air-hose when we're halfway up the hill,
It doesn't seem to matter any more.

Somehow it doesn't matter if we don't get in on time;
Somehow the long and heavy grades are easier to climb;
Somehow life's little troubles all have drifted far away—
Since the section boss's daughter smiled at me one sunny day.

There's just a little shanty where the old handcar is kept
And nearby a cottage close beside the track,
With some rambler roses climbing 'round the windows and the doors
And a little kitchen garden at the back,

Where the section boss, of evenings, with a trowel, rake, and hoe
Works among the green things growing in each little patch and row;
And I thought it plain and prosy as a section house could be—
Till the section boss's daughter kissed her finger tips to me.

Somehow the run seems shorter than it ever was before;
The mileposts aren't quite so far apart;
The hour-hand travels faster 'round the dial of my watch,
Since the section boss's daughter won my heart.

For the gleaming of the lovelight in her glances and her smiles
Lightens all the dreary labors, shortens all the lonely miles;
And so it will be always as we double-head through life—
For the section boss's daughter promised she would be my wife.

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

11 *What is the basic difference between railroad operation in the States and Canada that requires the use of firemen on diesel freight and yard locomotives in one country but not in the other?*

There is none. In Canada, railroad management and the firemen's union agreed to accept recommendations of a commission set up by the Canadian Government to study Canada's rail labor situation. One of the commission's findings was that firemen were not needed in diesel freight and yard service and should gradually be eliminated. The process of elimination began in 1958. Since then, according to N. R. Crump, the Canadian Pacific president, the operation of diesels without firemen "has been completely satisfactory from every standpoint." In Great Britain there are almost no firemen at all in diesel cabs, except on long runs. But in the U.S.A. the Brotherhood of Locomotive Firemen and Engineers takes the position that there should be a fireman on every diesel. The issue is being hotly debated.

12 *With so many mergers contemplated, do you think there will be further changes in the number of railroad passenger runs?*

Yes, indeed. But regardless of mergers, the number is dwindling steadily. Mergers will probably hasten the process. They will certainly eliminate jobs.

13 *What is the difference between the tractive effort and drawbar pull of a locomotive?*

Drawbar pull is the actual pulling ability, usually expressed in pounds, whereas tractive effort is drawbar pull plus the effort necessary to move the locomotive itself. A diesel's tractive effort depends upon such factors as horsepower, the ability of its main generator and its traction motors, the gear ratio, the weight on drivers, and rail conditions.

From 16 to 20 pounds of drawbar pull per ton of freight-car weight is needed to get the average freight car moving under favorable conditions of temperature and rails. (A locomotive with roller-bearings requires less effort.) Let's take a 115-ton diesel with 1500 hp., 40" wheels, and 65-12 axle-pinion gears. If the drawbar pull is 82,700 pounds and the locomotive load is 2300 pounds, the tractive effort will be 85,000 pounds.

14 *Why is the Chicago & North Western a left-handed railway, with all stations on the right side as you go toward Chicago?*

There is no truth to the common belief that this oddity is the result of British financing. American capital built the Chicago & Galena Union, nucleus of the present C&NW, which was planned as a single-track line running out of Fond du Lac, Wis. It was decided to build the stations on the right-hand side of the track as you look toward Chicago, because most of the population was to the north, the idea being to accommodate the largest possible number of passengers.

15 *History of El Paso Southern?*

With only 2/5 of a mile of main line, EPS is the shortest railroad reporting to the ICC but is important because it owns half of a bridge over the Rio Grande plus about two miles of yard, team, and industrial trackage in El Paso, Texas. Built in 1897 by a predecessor of the Mexico North Western, it has served since Aug., 1901, as one of the few rail gateways between the U.S.A. and Mexico. Its track ownership ends at the International Boundary,

meeting the Chihuahua & Pacific at mid-river. (See page 25 and 27.)

For some time MNW possessed the entire EPS on both sides of the river but sold it to a Chihuahua banker. The Southern Pacific bought the EPS in 1954. EPS owns no rolling stock but rents SP locomotives. It never operates on Sunday. Shipped south across the bridge are mostly petroleum products and scrap-iron. Northbound shipments include manganese ore (used to toughen steel), fluorspar, lumber, pine mouldings, copper concentrates, and wood pulp.

The line was built primarily for carrying Mexican ore to an El Paso smelter now existing only in the memory of oldtimers. Until recently, it hauled considerable cattle, sometimes three trainloads a day—now moved by trucks. Here's an oddity: many Mexican shipments intended for Mexico's west coast, including Lower California, are routed into U.S.A. over the C&P, the EPS, and the SP to Nogales, N.M., and from there down into the southern republic again. This service is faster than if only Mexican roads were used.

16 *How much do locomotive engineers and firemen get paid?*

Rates vary. The following figures are effective as of March 1, 1961: In belt line, transfer, and yard service the standard basic daily wage rate for a 6- or 7-day week ranges from $22.09 for engineers and motormen working on locomotives that weigh less than 140,000 pounds to $25.45 for those on locomotives weighing between 950,000 and 1,000,000 pounds. Add 18 cents per day for each additional 50,000 pounds of engine weight.

Firemen and helpers under the same circumstances earn from $19.62 to $22.36 a day, plus 16 cents for each additional 50,000 pounds of engine weight.

In the same service for a 5-day week, engineers and motormen get from $24.81 to $28.85 a day plus 21½ cents for each additional 50,000 pounds of engine weight. Firemen and helpers receive from $21.80 to $25.09 daily plus 19 cents for each additional 50,000 pounds.

For passenger service the basic daily rate is somewhat lower. Engineers and motormen earn $19.84 for work on locomotives weighing less than 80,000 pounds and up to $21.47 on locomotives of between 950,000 and 1,000,000 pounds, plus 8 or 9 cents for each additional 50,000. Firemen and helpers in that category make from $17.74 to $19.41 plus 8 cents for each additional 50,000. Basic daily rate for all of the men mentioned, if working on motor or electric cars in multiple or single unit, is $20.10. Minimum daily earnings is $21.60.

For through freight service the basic daily rate for engineers and motormen ranges from $21.37 for locomotives of less than 140,000 pounds to $24.73 for locomotives of between 950,000 and 1,000,000 pounds plus 18 cents for each additional 50,000. Minimum daily earnings $23.08. Firemen and helpers in that category get from $18.56 to $21.52 plus 16 cents for each additional 50,000 pounds. Minimum daily, $20.48.

For local or way freight add to the through freight rates 56 cents per day for engineers or 40 cents for firemen. Daily minimum earnings in through freight apply also to local freight, mine run, wreck, work, helper and road switcher service (but not pool, chain, or converted service).

The rates for engineers and motormen are effective only on roads where the Brotherhood of Locomotive Firemen & Enginemen has an agreement covering them. Basic daily rates for hostlers vary from $18.97 to $22.63. In every wage category, additional money is paid for overtime.

But the foregoing schedule is not a real index of what the men actually are paid. For example, in 1959, Long Island enginemen working an average of 29.2 hours a week were paid for 72.6 hours, or $10,857 a year—and LIRR wages have risen since then as a result of the 1960 strike.

While it is true that a "day's" work for road men is 150 miles or less, the mileage rate overrides the daily rate. Thus a Pennsy engineer on the New York-Phila. run makes a round trip in one day but hour-wise it takes him over 8 hours, and he gets paid for 4 days plus overtime for one day's work. Very likely he does not work over 3 days a week but *may*—and sometimes does—get paid for 12 days.

This is an extreme example, but in more than a few cases the gross annual earnings of road-haul engineers and conductors range from $12,000 to above $15,000. That is because many are paid on the basis of at least 2 full days, for each trip in one direction is considered a day's work.

Running Extra

A reader's request for a poem, *The Old Switch-Tender*, took Maxwell J. Moore back to a biting cold night in 1909 when he was switching for the Buffalo, Rochester & Pittsburgh (now B&O) at DuBois, Pa. Today Max lives at 216 N. 2nd St., Harrisburg, Pa.

"As we tied up for supper that night," he recalls, "a boomer drawbar man bawled out the aged switch-tender, Billy McNerney, for not giving us the iron (opening a switch) earlier in the evening. I always liked Billy. He had worked for my dad, William Moore, the general yardmaster, and had lost a hand in a link-and-pin coupling. So I gave the boomer hell for tearing out my friend. The boomer apologized and produced a pint of rye as a peace offering. Then he sat down in the switch shanty and wrote *The Old Switch-Tender* on a train consist form. I don't remember his name, but here is the poem."

There's a little old man with only one hand
And a little old pipe made of clay,
And a little old smile of Emeral Isle;
He's a happy old fellow all day.

The little old man with only one hand,
In the days of the old link and pin,
While coupling up cars was caught in the bars
And the cruel hand of Fate turned him in.

So when you come along
And the switches are wrong
And the lights all around you are red,
Don't curse and misuse, bitch and abuse;
Have respect for that weary old head.

For the little old man with only one hand
May soon pass away from your view
And the iron hand of Fate
May not hesitate to make a switch-tender of you.

A feature article on suburban tank locomotives is being written for this magazine by Allen Jorgensen, 3818 New York Ave., Seaford, N.Y. He wants to hear from anyone who either ran or fired that type—in fact, anyone who can supply information on the subject. He also needs action shots.

Information on Armour Leather Company's 0-4-0 steam engine is wanted by Grafton Comegys, 1710 Sycamore St., Bethlehem, Pa.

"I am seeking material on Joseph S. ('Head-on Joe') Connolly, who staged many locomotive collisions at county fairs and the like," writes Charles Boswell, 549 N. Main St., Chase City, Va. "*Railroad Magazine* published an article about him in April '33 and *Railway Progress* had one in May '53, but that's all I can find."

Someone wanted to know which American roads received 2-10-0 locomotives built for Russia. In 1917-'18 Russia ordered 241 locos from Baldwin and Alco. The Bolshevik revolution halted the shipments. According to C. E. Hull, 203 E. 16th St., North Little Rock, Ark., the 2-10-0's were sent to the Atlantic Coast Line, Erie, Frisco, GM&N, NOT&M (later part of Missouri Pacific), NC&StL, Reading, Seaboard Air Line, Western Maryland, etc. Nearly all have since been scrapped.

"Three of those engines were allotted to the Erie," writes Fred Straley, 2401

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Building Estimator
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning
Lumber Dealer
Mason
Painting Contractor
Reading Arch. Blueprints
Reading Struct. Blueprints

ART
Advertising Layout & Illustration
Amateur Artist
Commercial Art
Commercial Cartooning
Fashion Illustrating
Figure Drawing & Painting
Magazine Illustrating
Show Card & Sign Prod'tn
Show Card Writing
Sign Painting & Designing
Sketching & Painting

AUTOMOTIVE
Auto Engine Tune-up
Automobile
Automobile Body Rebuilding and Refinishing
Automobile Electrical Technician
Automobile Technician
Diesel Engines
Diesel-Gas Motor Vehicle Engines
Gas Engines
Internal Combustion Engines

AVIATION
Aero-Engineering Technology
Aircraft & Engine Mechanic
Aircraft Mechanic
Aviation Engine Mechanic

BUSINESS
Business Administration
Business Correspondence
Business Law
Business Management
Business Management & Marketing
Business Management & Production
Business Psychology
Canadian Business Management
Clerk-Typist
Commercial
Condensed Business Practice
Federal Tax Course
Managing a Small Business
Marketing
Office Administrative Engineering
Office Management
Professional Secretary
Programming for Digital Computers
Purchasing Agent
Retail BusinessManagement
Shorthand
Stenographic
Typewriting

CHEMICAL
Analytical Chemistry
Chemical Engineering
Chemical Engineering Unit Operation
Chemical Laboratory Technician
Elements of Nuclear Energy
General Chemistry
Industrial Analytical Chemistry
Industrial Chemistry
Professional Engineer—Chemical

PULP AND PAPER
Paper Making
Pulp & Paper Engineering
Pulp & Paper Making
Pulp Making

CIVIL ENGINEERING
Bridge & Building Foreman
Civil Engineering
Construction Engineering
Highway Engineering
Mine Surveying & Mapping
Principles of Mapping
Principles of Surveying
Professional Engineer—Civil
Railroad Engineering
Roadmaster
Sanitary Engineering
Section Foreman
Sewage Plant Operator
Structural Engineering
Surveying and Mapping
Water Works Operator

DRAFTING
Aircraft Drafting
Architectural Drafting
Drafting & Machine Design
Electrical Drafting
Electrical Engineer Drafting
Electronic Drafting
Industrial Piping Drafting
Junior Mechanical Drafting
Mechanical Drafting
Sheet Metal Drafting
Structural Drafting

ELECTRICAL
Elec. Appliance Servicing
Electrical Contractor
Electrical Eng'r'g (Power Plant option—Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Electric Motor Repairman
Illumination Eng'r'g Tech.
Industrial Electrical Techn.
Power-House Engineering
Power Line Design and Construction
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S. Turner Rd., Youngstown, O. "I remember seeing two of them, Nos. 2468 and 2486, used regularly on the Niles and Lisbon branch in eastern Ohio in 1926-'27. Both engines worked the same train, one on each end."

A while ago, somebody brought up the subject of "shortest" passenger runs. "The shortest one I know of is in the New York subway system, the IRT shuttle from Bowling Green to South Ferry," writes Robt. Janssen, president of the Baltimore Chapter, NRHS, 2700 Joppa Rd., Baltimore, Md. "A very short one on the Pennsy, 2.7 miles between Princeton Jct. and Princeton, N.J., has regular service with MU cars."

Comment on our photo of the Clinchfield's ice-breaker car (June issue): Last Feb. 7th, icicles hanging over the mouth of a tunnel on the British Railways at Bishopton, England, were so big that the engineer of a big steam locomotive had to stop after hitting them and wait 35 minutes until they were cleared from the track.

Two men gathering material for railroad books need help. Bill Riebe, 705 S. Third Ave. E., Newton, Iowa, is covering Rock Island motive power, steam and diesel. He wants data and pix of locos of predecessor companies, also those of the parent company that were scrapped before 1914. Jim Ehernberger, Box 433, Cheyenne, Wyo., seeks photos for Wyoming railroad history.

Says Nat Holt, film producer, Universal City, Calif., "I saw your list of feature-length railroad movies (June issue). Add to it two that I produced: *Canadian Pacific,* filmed in 1948, and *Denver & Rio Grande,* 1951."

A reader asked (Feb. '61) about the largest number of freight cars used in shipping one large object. Listen to S. I. Kuhn (age 75), 411 Guilford Ave., Hagerstown, Md.: "One afternoon in 1918, when I was a freight conductor on the old Cumberland Valley working out of Chambersburg, Pa., I was called for a train of 17 or 18 cars which would deliver a disassembled machine to the B&O at Cumberland, Md., for the Government at Washington, D.C."

A Climax in passenger service: this 25-ton engine, built in 1898, hauled a daily mixed train on old White Deer & Loganton Railroad in Pennsylvania.
Collection of Thomas T. Taber, Railroadians of America

Gerard Butler, R.R. 3, Peterborough, Ont., Canada, wants to know what percentage of through travel between New York and Chicago is by train, plane, bus, automobile, and other forms of transportation.

As if that question isn't hard enough, he also asks, "What percentage of the train riders in U.S.A. are deadheads (i.e., travel on passes)?"

Thomas T. Taber III, co-author of the new book, *The Climax: An Unusual Steam Locomotive,* was asked to explain the differences between the various types of geared engines. Some readers regarded his reply (April '61, item 15) as inadequate. So Tom adds:

"The Shay, Heisler, and Climax were each designed specifically to meet certain conditions. None was best for all conditions. The Heisler was adapted from an original Climax design. Its cylinders were placed in a V position so as to eliminate the extra gear which the Climax needed. Its main rods were connected directly to the line shaft, thus giving a smooth operation that the crews liked. The line-shaft was connected to only a single axle while the side rods were used to transmit power to the other axle in each truck. This cut down the flexibility of the locomotive but did away with the need for skew gears which the Climax used.

"Years of trial and error were required for the Climax to develop the art of turning out a successful skew gear, and I don't suppose Mr. Heisler wanted to spend the time on it. The Heisler's better riding qualities plus the fact that it was faster than either the Climax or Shay were its main features. Where track conditions permitted, the Heisler was the best of the three."

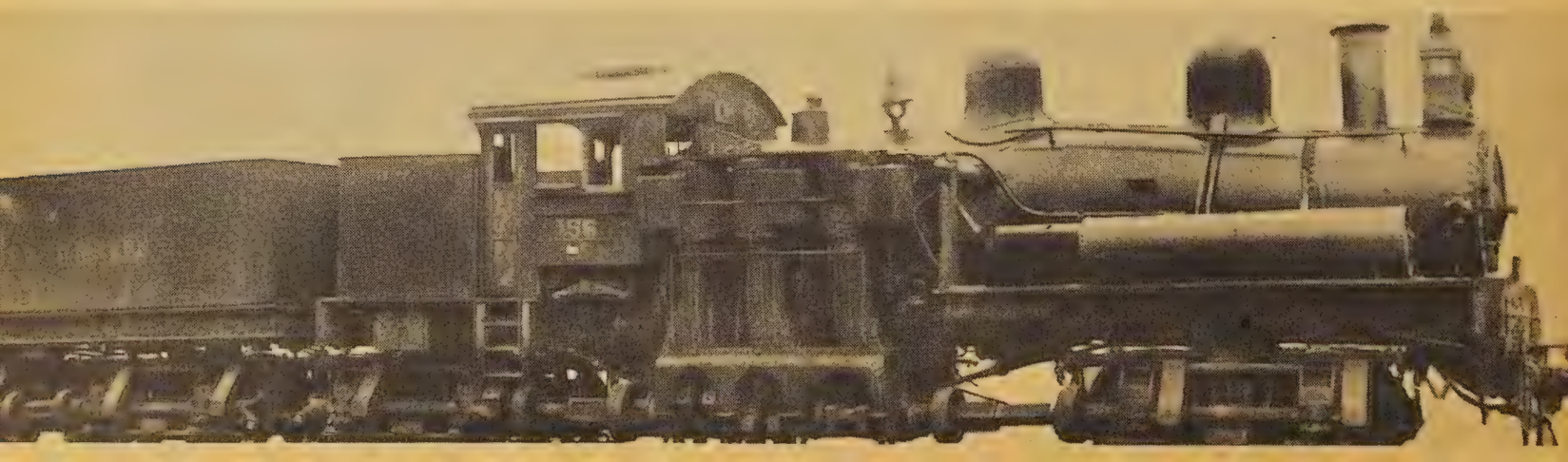
Turning to the Shay, Tom says: "Its cylinders were mounted on the right-hand side of the boiler, very small models having two cylinders but most models having three. Unlike the Climax and Heisler, which had the drive-shaft down the center of the locomotive, the Shay's shaft ran along the outside of the trucks. For that reason, the Shay's boiler and firebox were set lower, which gave the locomotive a lower center of gravity.

"On standard-gage engines this arrangement was no real advantage, but on narrow-gage units weighing over 45 tons it was important. Because all the rods and gearing were outside, you did not have to work under the locomotive. But when you had to replace stay-bolts, removing the three cylinders to get at the firebox was a major job. The use of three cylinders was a major selling point. On locomotives weighing over 80 or 90 tons it was important. The offset boiler gave the engineer more room than a Climax or Heisler offered."

We asked (April issue, item 18) if anyone knew of another retired caboose

Collection of Allen Jorgensen, 38-18 New York Ave., Seaford, N.Y.

Norfolk & Western 56, Shay, Lima-built in 1907, was sold to El Paso & Southwestern, then to Red River Lumber Co.



equipped with modern air-conditioning.

"Yes," replies Eugene Kiefer, 438 Third St., Red Wing, Minn. "Former Milwaukee Road 0362, a wooden, bay-window caboose, was derailed at the house track switch of the Chicago Great Western over which we operate. It toppled over, fouling the main line. I was inside at the time but escaped unhurt. Shortly afterward, the conductor's air valve and gage, air reservoir, and triple valve were removed. The caboose itself was sold for nearby use as a built-on addition to a man's home. Besides air-conditioning, it now has an electricity hookup and a drilled well."

Where is Clarence "Buck" Wolkey, last heard from in 1953 when he lived at Lombard, Ill., and was working for the CGW? The question comes from his sister, Mrs. Ida Christine, 9229 Shortridge Ave., Brentwood, Mo.

Also missing is Mabel, wife of Howard A. Morrow, member of the Brotherhood of Railroad Trainmen, 108 N. Port St., Baltimore 24, Md. She disappeared last Nov. 1 after being ill for several months. Age 41, blue eyes, reddish-gray hair, height 5″.

Information on the organization, building, and operation of an amusement-park type railroad is wanted by Ford Baker, 1460 Kingsley, Mt. Clemens, Mich. He needs facts and figures to promote a municipal venture.

Who can supply Zeno Hansen, 1626 Sherwin Ave., Chicago 26, Ill., with details on boiler explosion of NYC Hudson type No. 5430 about 17 years ago? He also wants photo of wreckage.

Histories of the Prescott & Arizona and Prescott & Eastern are sought by Paul Thompson, 229 N. Summit Ave., Prescott, Ariz.

Daily, the post offices of America throw away tons of first-class mail because of wrong or incomplete address and because there is no return address. The other day *Railroad Magazine* received a postcard view of Tacoma Union Station with this message: "I wrote Barbara Kreimer a letter which came back marked 'Not known here.' I asked the postmaster about it. No reply yet. (signed) James S. Ross, Butte, Mont." (No street address.)

Jim probably failed to mention *Railroad Magazine* on the envelope he got back. If so, that explains why the mail carrier did not find me. Our address at 205 East 42nd Street, New York City, is a 21-story office building that houses at least 50 other companies. No individual employee is listed in the bulletin board on the main floor. ●

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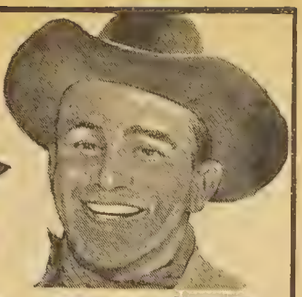

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ILLUSTRATION BY JOE EASLEY

Mike Hilton was a good hogger, but one day his flair for the gay *señoritas* caused him to get whacked on the head.

A Boomer in Old MEXICO

True Tale by "FROG" SMITH

BACK in the summer of 1917, when *gringo* enginemen were welcomed below the border and any good fireman could become a hogger almost overnight, I decided to try my luck on the old Mexican Northwestern, mainly to learn if the tales I'd heard about Mexican railroading were true.

At that time I was a scrawny young fireman full of desire to see the world. Tossing slabs into the firebox of a leaky old woodburner for the Union Cypress Company in Florida was not my notion of getting the most out of life. There must be a lot more exciting things to do, I thought. My hogger was a barrel-chested boomer known as "Bull" Johnson, a huge fellow with pig eyes, flat lips, and a rich, hearty laugh. He would beat the stack off his eight-wheeler until your back ached from keeping up the steam but if you needed help he'd give you the shirt off his back.

To hear him talk, Bull had been just about everywhere in the States and Mexico. He really got me interested when he told about the *señoritas* down in *mañana* land, the sloe-eyed, olive skinned cuties who hung around the crew rooms and switch shanties on days when the pay-car was due, like floosies on the New Orleans waterfront. According to Bull, you didn't have to know much Spanish to fire for the F. C. Nor-Oeste de Mexico because it had so many boomers in engine service down there. And he made it plain, with a smirk, that the saucy *señoritas* knew enough American to get what they wanted.

From Juarez, just across the muddy Rio Grande from El Paso, Texas, the rusty steel of Nor-Oeste stretched for 476 miles across the sand dunes and cactus-studded flats and past little Aztec Indian villages of straw-roofed huts, where the women were straight and slim and beautiful and carried water jugs on their heads, where the men plowed their land with cows as motive power, and where the kids of both sexes played around naked in the sun. At Chihuahua, the other end of the line, Bull told me, the Noroeste connected with the Nacionales de Mexico. En route, at Minaca, was a junction point with the Kansas City, Mexico & Orient.

"You never saw such gals like they have at Minaca." Bull's eyes lit up as he said it. "And how they go for Americans! You can rent a little dobey house dirt cheap there and hire a native woman to keep it for you at eight bucks a month, full time. Yes, sir, Minaca is a boomer's paradise if there ever was one!"

Well, the way he put it gave me ideas. Bull had just talked himself out of a fireman. I pulled the pin on the Union Cypress job, drew my pay, packed my cardboard suitcase, and caught the first thing smoking west. Pretty soon I found myself in the gambling, horse-racing town of Juarez, named for a great Mexican patriot. There I ate *tortillas* and *chili con carne* and washed them down wth *tequila.*

Juarez had plenty of railroad activity, even a streetcar line if you wanted to go sight-seeing, but Bull's words had me all steamed up for Minaca. Glancing at my nickled Waltham, I saw it was about time to go. So I paid my bill at the *cantina.* The waitress flashed a neat smile. She wiggled her hips slightly but unmistakably and toyed with the change she gave me. Her dark eyes gazed soulfully into mine.

Being a gawky youngster from the States, I was flattered by these signs of friendship on the part of a total stranger. I felt that the *señorita* would

have been even more friendly if I had stuck around a while longer. But, like I said, I aimed to get a railroad job at Minaca. So I bade her good-bye and stepped gingerly over a flea-bitten hound to reach the open doorway.

Ten minutes later my boney behind was making contact with a hard wooden seat in an open-vestibuled coach not unlike those I'd ridden back at home. My fellow passengers consisted of a drummer from Texas with a sample case; an American couple, obviously on a honeymoon, pawing each other shamelessly in public, and the usual assortment of natives, male and female, including children.

It was a hot, dry, dusty morning. Green flies buzzed in and out of the open car windows as our train rumbled and lurched along the rails. Now and then a gray cloud of engine smoke blew into the car and set me coughing. But the insects annoyed me most. At length, luckily for me, a family seated at the rear began delving into a huge lunch basket for food and drinks. The flies quickly migrated in that direction, leaving me alone.

But even then all was not peaceful. A small baby kept wailing until its mother unbuttoned the bosom of her green-and-yellow cotton blouse, plopped out an ample breast, and supplied nourishment. After that, the brat fell asleep and did not wake up until we arrived at Minaca.

There I headed for the nearest *cantina* to brace my *tortillas* and *chili con carne* with *frijoles refritos*. Bull Johnson had warned me never to drink water at any hash-house in Mexico. He said the first-class restaurants and hotels served bottled water, which was safe, but to lay off ordinary water and coffee made from it at the cheap joints unless I wanted to get a bad case of dysentery. And in Minaca I also passed up *tequila*, because I knew I couldn't land a railroad job there if I ran afoul of the Nor-Oeste version of Rule G. So I ordered a drink of papaya juice.

While I was coupling into my meal a stranger wearing a peaked cap with goggles slid to a stop on the seat beside me and ordered the works from a smiling waitress. *'Si si, señor,"* she said, and vanished. Thereupon the man turned to me with a welcoming grin and a question.

"You new around here?"

"Yep," I said. "Just got in today from Florida. My name's Smith. They call me Frog. Thought I'd try a little railroading down here."

"Mine's Hilton," he gulped with a

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Minaca's railway depot is typical of many stations that I saw throughout Mexico.

mouthful of *frijoles*. "Mike Hilton. I'm a hogger. What's your line?"

"Firing and some running—on logging roads."

"Uh huh," he grunted. "You should land something, Frog. I'll show you around, and mebbe later on I'll give you a knockdown to one of the dolls."

Thus I met Mike Hilton. Mike was a boomer who knew all the tricks. He'd been canned from more roads than some home guards ever heard of but had come to Mexico to make a fresh start, and he seemed to be doing rather well. Noting that I had a sizeable wad of *pesos*, he let me pay both bills. As the black-eyed waitress bent over in front of him to clear off the table, Mike dropped a shiny coin as a tip into the open gap of her dress so that it fell right down between her breasts. I gasped at his boldness but kept silent.

"*Señor*," the waitress said gravely, "do not do that! My husband not like it."

"I am sorry," Mike apologized. "I did not know you had a husband."

"He is *maquinista* on railway," she went on, meaning a locomotive engineer. "He work night time; I work day time."

"Then how do you two get together?" the boomer asked; and when the *señora* looked puzzzled, he added quickly, "Skip it! I didn't mean anything."

Ignoring several urchins who waited outside the *cantina* to beg for money or sell trinkets, we walked leisurely toward the roundhouse, Mike leading the way. The boomer had the gift of gab. He said he was running a yard goat on the day shift by preference because of the opportunities it gave him for taking in the town's night life. Mike had a high-toned sweetie who lived uptown, he said, but didn't believe in pinning himself down to one woman all the time, just like most boomers.

Pushing open an office door, he introduced me to the master mechanic, *Señor* Gonzales, a pleasant-looking man whose heavy black mustachios bespoke Spanish ancestry. The official eyed me critically.

"You look young for experienced railway man," he said in measured English. "Yes, I think so."

I took him up on that. I declared truthfully that I'd been slamming firedoors and making couplings since I was fourteen. Then Gonzales quizzed me on locomotive operation. My answers must have been right, for his grin showed a beautiful set of white teeth and he said I was now on the firemen's extra board.

FOR THE REST of the day I rode with Mike, getting the feel of the scoop, and it was well that I did. Next morning I was called to fire the switch engine, relieving a man who deadheaded into Chihuahua to take another run.

It seems I was lucky. I felt that I already knew Mike, and the coalburning switcher was easy to fire. Her firebox was short. You needed little effort to place a scoopful of coal anywhere on the grates. It was not like handling a big road engine with a ten-foot firebox, which took the strength of a jackass and a precision aim to plant a scoopful on the back grates without half of it going into the flues.

But our hours were a bit uncertain. Because of a shortage of cars, we sometimes had to switch the local quarry or some other industrial plant after dark, to pull their loads and spot empties. No sooner did we finish switching the quarry yard that first day and pulling down to the main line for our footboard skipper to register in than Mike asked me to blow the lubricator clean and refill it. Then he dropped off into the shadows of the warehouse side while I set to work.

Thinking that maybe he had smelled a hot pin, I paid no attention to what he was doing until I got a whiff of cheap cologne. I looked outside and saw the hogger and a shapely woman's figure outlined against the dim glow of distant station lights.

"Of all the damn fools!" I said to myself.

For the second time that day, Mike Hilton had made a pass at a Mexican gal, and if this one was married, like the other, my new friend might be in danger of stopping a knife in his back up some dark alley.

We were ready to roll as soon as the through freight for Juarez cleared the yard, and when she roared past in a shower of cinders I wondered if I should call the hogger. I stole another look into the shadows as the freight train's headlight cut the night to see Mike untangle a pair of snakelike arms from his neck as he and the female broke what looked like a wrestler's clinch. By the time the redball's doghouse rolled past, Mike was back in our cab, looking none the worse for wear.

"If that's the *señorita* you were going to show me," I cracked, "I didn't get a good look."

"You weren't supposed to see that one," he grinned, "or remember her. Just watch for the signal when he bends the iron and we'll soon be back in town."

It didn't take me long to like living in Minaca and I did a lot of extra work to be sure of staying there. I kept our goat shined up equal to any passenger Mikado on the line, swiping flake graphite to polish her smokebox and boilerhead, and coal oil to shine up the jacket and tank. If *Señor* Gonzales objected to our pilfering supplies, we never heard of it. But what put me in solid with him was that time a heavy steel gondola loaded with coal split a switch in the yard, bottling up everything. The crew set wrecking frogs for rerailing while Mike called the track gang with five long blasts of his whistle.

When all was ready to rerail the loaded car, Mike gave the switcher steam, but the drawheads only stretched like a couple of turtles' necks while the car didn't budge. Then the boat slipped her drivers. Mike backed up a bit to get slack, but again he got no farther than the wrecking frogs. As usual, Gonazles was on hand, but all he had to offer was, "*La locomotora pequeno.*"

"You're damn right, she is too small," Mike answered.

"Maybe not, *Señor* Gonzales," I spoke up. "Why not throw some dead weight against the car?"

"What you mean, keed?" asked the official.

"Let's try picking up half-a dozen or so loads and a couple of empties and place the empties next to the gon," I suggested. "Then by bunching the slack and giving her hell, Mike can have her really rolling by the time the slack runs out. See?"

"Where did you learn that stunt?"

"I tried it on the advice of an old Seaboard Air Line conductor," I said, "and it worked."

"We'll try it anyway," said Mike, and he climbed into the gangway. He lit out down the yard like a singed cat and soon came back with the cars and coupled on. Then he carefully bunched the slack and sanded the track. When the pops lifted he dropped the Johnson bar into the amen corner and gave the goat every bit of steam she could take. We hardly felt the jerk when the slack ran out, but with a clattering *thump, thump* the jaywalking gondola with its load of black diamonds rerailed perfectly. My log-train strategy got me a hand-shake from the master mechanic that left me sitting on top of the world.

Things went smoothly for Mike Hilton and me for some time after that. Then one day our-six-wheeler dropped her petticoat and we had to borrow a 2-8-0 passenger engine to switch with. Mike's high-toned girl from uptown, along with her chum who, by this time, was doubleheading with me, just had to see the show.

Taking the *señoritas* down into the yard was easy enough, but explaining what happened when we got there was something else again. The free-wheeling girls from below the social line who had been meeting Mike and me in the shadows among the cars resented having ladies cut in on their territory. They called in some roughneck boy friends to give us a working over. I was lucky enough to get my hands on a spare pick handle, with which I protected the visiting *señoritas* until we reached the station lights.

This photo of Mexicano No. 2 reminds me of Nor-Oeste engines I fired in 1917.

But Mike was not so fortunate. Someone slammed a pine board over his head. A bull employed by the F. C. Nor-Oeste saved him, or what was left of him, but it was some time before the boomer hogger was his old self again. The sight of his battered features gave me a hint of what might happen to me some day if I stayed in Mexico.

The girls of Minaca might be plentiful and cheap and love-hungry, as Bull Johnson had assured me, but they also had boy friends of their own kind who played rough. With no desire to have my scalp massaged by a plank or my face knocked out of shape, I suddenly remembered that there were good railroad jobs back in the States and no scarcity of females either, both good and bad.

With these thoughts in mind, I drew my pay the following afternoon, pulled the pin on my Nor-Oeste job, and took the first train back to Juarez. From there, in due time, I drifted on to Georgia and Florida. For most of the years since then I have been pulling log trains or firing them. I am happily married now but have never forgotten the fiery Mexican *señoritas* and the Florida swamp-country girls whom I met along the boomer trail. ●

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MAIL CAR

(Continued from page 10)

the mountain railroads, cracked wheels were rather common. Those cracks, while visible when the wheel was hot, would be invisible when the wheel cooled. So—when a trainman found a cracked wheel, he would stick several toothpicks in the cracks, thus enabling carmen to locate the defect when the car arrived at the terminal."

Bill has written a nostalgic and informative article for us about steam-powered work trains. It will appear in next issue.

WOMEN HEARD FROM. "I like railroads very much," writes Miss Linda Chaney, 9113 49th Place, College Park, Md. "A while ago, when the B&O had a train wreck at Hyattsville I spent nearly the whole day watching them lift the engine. Later, I rode in a diesel locomotive cab. We have a model railroad in our basement."

"The sound of a locomotive whistle sends thrills up and down my spine," writes Miss Victoria Sierpina, a *Railroad Magazine* subscriber, 78 Hampstead St., Methuen, Mass. "I became interested in railroads because I met and fell in love with a railfan."

Miss Pat O'Neill, Wrigley Bldg. Restaurant, 410 N. Michigan Ave., Chicago, Ill., wants to know where her boss, E. A. Duncan, can buy two railroad dining cars, a club lounge car, an official business car, and a little old steam locomotive, all retired and only of salvage value. We can't say about the cars, lady, but we know that little old steam locos are very much in demand and can't be bought for the price of scrap metal.

Pullman car teaspoons may be had at $1 each, postpaid, from Miss Elsie Williams, R.D. 2, Box 247, Elizabeth, Pa., who also sells other Pullman tableware and dishes.

Steam locomotive roster data on the Flint & Pere Marquette, the Chicago & West Michigan, and the Detroit, Lansing & Northern is sought by Miss Harriet Noble, 10410 E. Jefferson Ave., Detroit 14, Mich. We regret that our June issue had the name of her street wrong.

N.J. Public Utility Commission recently gave the Pennsylvania-Reading Seashore Lines permission to drop 43 passenger runs between South Jersey points and Philadelphia and New York but ordered the railroad to continue 28 passenger trains. Among those dropped was the *Nellie Bly*, one of the very few trains ever named for a woman.

CIRCUS pix, a wide variety, are sold at old-fashioned prices by Malcolm McCarter, 2501 W. Marshall Ave., Phoenix 17, Arizona. Long ago, Mr. McCarter was official photographer for the American Circus Corp., a group of big circuses which for years gave the Ringling Bros. and Barnum & Bailey their only real competition.

"Upon closing my studio in 1955," he writes, "I preserved my collection of nearly 400 original circus negatives, and since then I have filled occasional orders for prints. Mostly they were made at circus winter quarters in Peru, Ind. Nearly all show individual pieces, among which is some railroad equipment, but no entire circus train."

McCarter also has 11,115 non-circus railroad negatives, steam and diesel, and some fire-equipment shots.

"My prints are b&w single-weight glossies," he adds. "I charge 35¢ each for 5x7's and 70¢ for 8x10's, postpaid. Some negatives are 8x10, from which only 8x10 prints are available. I sell a list (Editor asks, For how much?) which may be sent back to me for a refund."

Also of interest to circus fans is *Argosy* magazine for May '61. That monthly slick-paper big brother of *Railroad Magazine* is put out by the same company and for the same price, at 205 E. 42nd St., New York City. The May issue featured a historical article on rail transportation of the big top for 100 years, written by Freeman Hubbard. Illustrated in color and b&w, it has a circus photo in color on the front cover. Hubbard originally called his article "Sawdust, Spangles and Sudden Death" but the *Argosy* staff retitled it "Roll That Big Top!"

Among other things, his article tells about a curious woman with one head, two bodies and two sets of internal organs, who traveled with the A1 G. Barnes Circus. The following comment on the Barnes show comes from a Southern Pacific hogger, R. Hervey Angier, 143 Roselawn Pl., Los Angeles, Calif.: "The big Depression bankrupted many circuses. On Sept. 22, 1938, when I was firing, our crew was called to deadhead on the Pacific Electric out of Los Angeles to pick up the Barnes Circus train at Riverside and bring it to Colton. We didn't know then that this show had already reached the end of its trail. Late that night the trainmaster released us. He said the sheriff had chained the circus train to the track for non-payment of feed bills, and the elephants were being fed local oranges.

"Next day, we deadheaded back to Los Angeles. Thus we were paid for two 150-mile days without handling the circus. A week or so later, the Barnes show moved to its winter quarters at Baldwin Park, Calif., and was sold at auction. The SP acquired its cars in payment for charges due. One of the Barnes tall-sided elephant cars, without wheels, is in use today as a storage room for the oil-house of the SP shops at Alhambra, Calif."

REGARDING a *Mail Car* item (June issue) about the steamboat *Delta Queen* being passed by an Illinois Central engine running light between Winona and St. Paul, this comment comes from a Milwaukee Road fireman, A. W. Hellenberg, 844 Watson Ave., St. Paul, Minn.: "Actually, the engine must have been either Burlington 4960 or 5632. The double-track mainline to the right side of the Mississippi heading toward St. Paul CB&Q while the double track on the left side is Milwaukee Road. We run opposite each other all the way from St. Croix tower to LaCrosse. From St. Paul to St. Croix is joint CB&Q-Milwaukee track.

BRIEFLY SPEAKING. Several readers deny Thomas Walsh's assertion (June issue) that the designation GG-1 for Pennsy locomotives was derived from the initials of George Gibbs; but Tom sticks by his guns, giving us facts in support of that claim, which, unfortunately, we do not have space to print here.

British railfans are dismayed at the passing of the old standard *Bradshaw's Railway Guide*. The May '61 issue was the last. Its publishers, Henry Blocklock & Co. of Manchester, England, said the *Guide* was no longer profitable. *Bradshaw's* is mentioned in many Sherlock Holmes stories. Fiction's greatest detective often consulted it when he was called on a case.

The 14-mile Genesee & Wyoming, a freight line in New York State, is probably the only railroad of its size engaged in piggyback service. It regularly hauls trailers on flatcars from the International Salt Co., Inc., at Retsof, N.Y., for shipment to the New York City area.

Union Pacific is adding 647 miles to its present 563 miles of microwave radio installations, giving UP more microwave than any other road in America. Plans call for this communications system eventually to cover the entire UP.

"I want to hear from anyone who worked in the Colorado Midland Railroad shops at Colorado City between 1911 and 1914, especially the boiler shops," writes John FitzGerald, 602 E. Ludington Ave., Ludington, Mich.

"In the present age of abandonments of U.S. railroads rather than the build-

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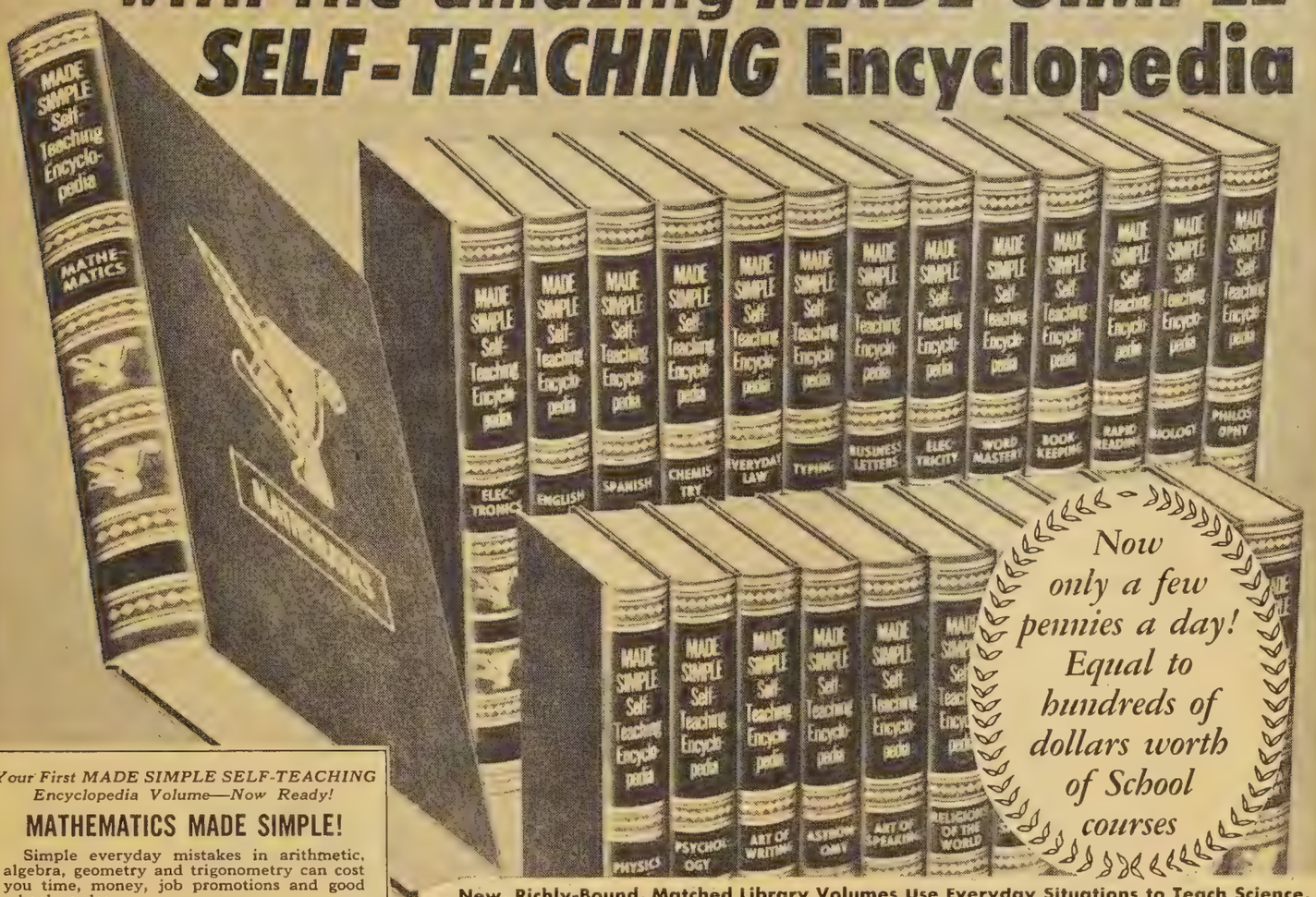

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SEND NO MONEY!

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Engine 2124 climbs grade near Shamokin, Pa., on one of the Reading's popular Iron Horse Rambles. Future rail trips are announced on page 59.
William McClellan, Bloomfield, N.J.

ing of new ones," says John L. Sullivan, Sr., 3707 Highway 80, West, Big Spring, Texas, "it is refreshing to note that three new railroads were chartered in Texas last year. These are: Permian Basin RR. at Odessa, Georgetown RR. at Georgetown, and Whitestone RR. at Whitestone."

Despite a dip in general economic activity and despite inflationary trends in costs, the Pittsburgh & Lake Erie increased its earnings last year by 9 percent over the 1959 level, according to John W. Barriger, P&LE president. (See his article on page 47.)

It was a gala occasion on British Railways the other day, reports Mr. Fox of London, when three stations hummed again with life and activity after 52 years' silence. These three are Theobald's Grove, Churchbury (renamed Southbury), and Forty Hill (renamed Turkey Street). All lost passenger service in 1908, but the rail line was retained for freight and emergency operation. Factory and new housing developments, plus the extension of electrified services, led to reopening of the stations.

"My favorite *Railroad Magazine* authors are H. L. Kelso and 'Frog' Smith," writes Fred Uber, 501 Laurel Blvd., New Castle, Pa. How many readers agree with him?

Last April 12 the first train rolled over the new, 5-mile, standard-gage, passenger railroad that serves Stone Mountain, 20 miles from Atlanta, Ga., as part of a $12 Confederate memorial. There are two 1860-type terminals.

"I was pleased to see British Railways 2-10-0's included in an article by H. L. Kelso," writes C. Brooks, 27 Clitterhouse Crescent, Cricklewood, London NW2, England. "One of them was timed recently at 90 mph. Even at high speeds they ride well."

Add to your list of abandonments the 57-mile Tallulah Falls Ry., whose trains for 28 years wound their picturesque way between Cornelia, Ga., and Franklin, N.C.

Another man-and-wife team currently railroading (June issue) is Wilfred I. Hall, general auditor, Belfast & Moosehead Lake, Belfast, Maine, and Rose, book-keeper and stenog on the same road. "I am her boss," Wilfred says, "but only in the office." Who can add to this list?

Our Feb. issue showed SP&S tunnel passing under a cemetery, and we asked if any other road also passes under a graveyard. "Yes," replies Stan Borden, SP employe, "the Northwestern Pacific does it twice, at Lolita and Cloverdale, Calif."

James McCague has been awarded $1000 by the Friends of American Writers for his new railroad novel, *Fiddle Hill* (reviewed in our June '61 issue).

Speaking of books, a comprehensive story of logging railroads has just been published by Howell-North Books, 1050 Parker St., Berkeley 10, Calif. It is *Railroads in the Woods,* by John T. Labbe and Vernon Goe, 260 pages (8½x11"), 440 pix, and text, cloth-bound, priced at $10. We'll review it soon.

Norfolk & Western and Chesapeake & Ohio have jointly bought Island Creek Fuel & Transportation Co., a coal-hauling barge line operation on the Ohio River.

New York Central, the only railroad with a freight line directly into Manhattan, has just completed a $4.5 million modernization program at its West 60th Street freight yard in New York City. It's the latest thing in automation. ●

"RAILROADS interest me because grandfather was locomotive engineer," writes demure Miss Shinobu Nakamura (age 16), 2-569 Kamiochiai, Shinjiku-ku, Tokyo, Japan, "and cousins are railroad and subway engineers. Steam engines are very manly. I want pictures of big ones. Mallets and Berkshire, Hudson, and Northern types. Today I do not see Mallets in Japan.

Shinobu Nakamura

"When 12 years old I began to read railroad books. I have 30 books about steam engines. I love Class C62, biggest locomotives on Japanese National Railways. Sometimes I go to Oku enginehouse to see C62's. I ride bicycle to take photographs of electric trains. Who will trade negatives with me? Steam, diesel, or electric operation, size either 5x7 or 8x10 inches.

"I go to school by electric train. Coach limit is 120 passengers but during rush hours about 400 jam in one coach. The railway hires athletic students to shove people back in car and kick them. These are called *oshiya* (pushers). Passenger trains in your country are not crowded. I saw in American movie red carpet spread on ground at Grand Central Terminal. I think your country is dreamland. I send you my face with this letter." ●

THE THREAT

to Private Operation of Our Railroads

by JOHN W. BARRIGER
President, Pittsburgh & Lake Erie

MUCH of the current regulation of American railroads is based on offenses committed by great-grandfather predecessors of present managements, mostly during the 1870's and 1880's, and to a lesser extent up to 1903. The railroads have long sinced ceased to be the monopoly which led to the imposition of those restrictions, yet instead of easing them, Congress has continually added new burdens to those originally placed upon the railroads.

In my opinion, the technological development of the railroads over a half-century has been scarecly one-third of what it would have been under a less punitive policy. Rail regulation, which began in Massachusetts, has probably done more to restrict the growth of New England than has any other economic factor.

The American people are paying dearly, but unknowingly, for over-regulation, through much higher prices for transportation and much lower standards of service—or no rail service at all. If they could grasp what has really happened, Congress would be forced to grant railroads more freedom and allow them competitive equality.

Railroads are the most efficient agency for most transportation tasks. They use but one-sixth the manpower and one-third the fuel that trucks require for the same amount of work. Their average cost per mile is one-fourth that of trucks.

Barges require enormous expenditures of tax funds on waterways; rails pay their own way. Pipelines carry only a few products; rails carry anything any distance in any season.

The difficulties that railroads face today are caused not by internal or technological weaknesses but by government policies that inhibit their traffic growth and thwart their physical development. Following are the objectives for 1961 set forth by the Eastern Railroad Presidents Conference:

(1) Equality is sought in the area of public aids to domestic transportation. The United States has spent already $162 million of taxpayers' money on publicly-provided highways, airports, airways, and inland waterways. This sum is over five times the investment in the privately-owned railroads. Because trucks, planes, and barges do not have to recoup this enormous outlay in providing their services, they have an unfair advantage over railroads, which pay their own way. We urge that a National User Charge Commission be established by Congress to levy and collect fair and equitable user charges.

(2) One-package transportation companies should be permitted. Railroads are sharply restricted in furnishing common-carrier water and truck services to the public, and are prohibited entirely from engaging in air transportation. No other form of transportation is similarly prevented from diversifying. Railroads should be permitted to offer a complete transportation service.

(3) Tax discrimination must cease. The deliberate practice of placing higher values upon railroad property than upon other property costs the railroads dearly.

(4) The excise tax on passenger service should be repealed. This wartime tax, designed to discourage travel, continues to do so today.

(5) Allowances for depreciation must be liberalized. Railroads should be allowed to recover the money invested in plant and equipment within a shorter tax write-off period than the present average of 40 years. In comparison, airplanes can be depreciated in five years, trucks in about eight, and buses in seven.

(6) The agricultural commodities exemption must be repealed or else extended to the railroads. Trucks are exempt by law from price regulation whenever and wherever they transport agricultural commodities, but railroads are subject to full regulation no matter where they carry these same commodities.

(7) The bulk commodities exemption also must be repealed or else be extended to the railroads. As long as barges do not carry in one tow more than three bulk commodities (ore, grain, sulphur, for example) domestic water carriers, unlike the railroads, completely escape price regulation. Under protection of the bulk commodities exemption, common-carrier barge lines can charge whatever they find necessary to obtain business and can change rates secretly and at will. Such secret unpublished charges would be criminal if indulged in by a railroad.

(8) The commodities clause should be repealed. This 54-year-old provision of the Interstate Commerce Act forbids the railroads to carry goods, products or raw materials which they own, with a very few exceptions. It does not apply to competing forms of transporation.

(9) Mass transportation planning is required to relieve railroads of money-losing commuter service. Railroads maintain and pay taxes on costly facilities and equipment used only 20 hours a week. Crews working these 20 hours are paid for idle time between morning and evening rush hours.

(10) Piggyback needs encouragement, not suppression. Piggyback is now a highly-developed and growing form of rail-highway coordination.

This program is a modest one. If anything, it does not go far enough, but it goes in the right direction. The ten points are condensed to four in the *Magna Carta for Transportation* recently sent to Congress by the Board of Directors of the Association of American Railroads, speaking for the industry. These four are:

(1) Freedom from discriminatory regulation.

(2) Freedom from discriminatory taxation.

(3) Freedom from subsidized competition.

(4) Freedom to provide a diversified transportation service.

Four or ten, the principles are the same. Unless something like this is done soon, we may be hearing the death knell of private operation of railroads in the United States.

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Steve Maguire's TRANSIT TOPICS

Last rail run of Los Angeles Metropolitan Transit Authority: two-car train, chartered by railfans, left Sixth and Main Streets, L.A., at 3:55 a.m. last April 9th, ten minutes after the final regular train departed for Long Beach.
Ronnie Pfeiler, 2602 E. 20th St., Long Beach, Calif.

TRAFFIC on Boston MTA's Riverside line has risen to 30,000 riders a day, according to Harry Adams, 41 Magazine St., Cambridge, Mass. The general manager, Thomas J. McLernon, expresses his belief that the line is near the choking point in its capacity for trolley service. It now uses 60 cars and may adopt a skip-stop schedule to speed up in rush hours. This heavy riding is due in part to an unexpected windfall in the number of bus lines using the Riverside terminal for passenger connections. These lines include Greyhound and Trailways. Their buses come in and leave via nearby belt highway Rte. 128 and the Massachusetts Turnpike which starts only a stone's throw from Riverside terminal.

Steve Maguire

Ever since McLernon took his ten-year MTA job in Boston, the system has been beset with strikes or threats of strikes. Furthermore, the organization is overridden with political appointees who seem to have little experience or interest in transportation. Caught in the middle, Tom McLernon is reported by *The Boston Globe* as having said, "I am in the position of an American general fighting the Russians—only all of my officers are in the Russian army!"

A 17x32" map of today's MTA operating rail trackage and yards has just been published by Boston Street Railway Asso., Inc., P.O. Box 102, Cambridge 38, Mass., to finance the cost of moving their Type 5 car, No. 5706, to the Branford Museum, Copies, $1 apiece ($1.25 if not folded).

TWO FANS volunteered to make trolley stills or movies practically at cost for any reader, on request. We published that notice. The response has been heartwarming. Typical of many letters received is this one from James C. Donald, 314 Helen St., Linden, N.J.:

"Some of the best trolley footage you could wish for was sent to me by Wilbur Golson, Box 1791, Baton Rouge, La. He put into one 50-foot roll the work of a double feature from the New Orleans car barn to the end of the line, and his modest demands are small payment for such work. Another trolley fan you mentioned, Thomas Konieczay, East St. Louis, Ill., shot some excellent film for me in his area. I hope soon to be able to make movies of Newark city subway at modest cost for anyone."

Says Harold E. Phillips, Sr., 13509 Blenheim Rd., Cleveland 10, Ohio: "I'll take b&w or color shots or 8mm movies of Shaker Heights or Cleveland R.T. for anyone sending me film and postage plus a free roll for myself or sending an exchange of transit movies or slides in his vicinity or elsewhere."

Now listen to Dale Schrage, 1378 N. 41st St., East St. Louis, Ill.: "I'll expose 35mm film on streetcars in St. Louis area for one dollar a roll."

TORONTO uses Peter Witt cars daily in rush hours. Last ones on our continent are not those in Veracruz, Mexico, as was stated in June issue.

POSTCARDS of Detroit Birney car 194 are available from Steve Zawacki, 19366 Fenelon, Detroit 34, Mich., at 6 for 30 cents. In a recent *Switch List* item, the price was omitted.

STEPS toward forming an association of all non-profit trolley museums were taken on the week-end of May 21-22 when their representatives met as guests of the Branford Electric Railway Association in the Sprague Memorial Bldg. on Branford property at East Haven, Conn. The exchange of ideas and information through such a group should be advantageous to all concerned. Among items discussed were administration, power generation, track construction, and maintenance. The new group has our best wishes. It may mark the difference between operation and defeat for certain small museums now being formed.

THE LONE STAR STATE'S last electric line, the 2½-mile Texas Transportation Co. that switches freight for a San Antonio brewery, is expected to give up electric operation July 1, 1962, when the local power company changes from DC to AC current. A diesel loco would replace the trolley motor.

Also in Texas, a group of ten juice-fans want to locate other *aficionados* in the state to form a new division of Electric Railroaders Association. Contact J.F.G. Moore, 225 West Cypress, Tobin Hill, San Antonio, Texas, who told us about the TT Company.

Although Texas seems doomed to lose its only remaining electric railroad, the City of Dallas has plans for building a 35-mile rapid-transit system in 1985—a long time from now! The latter would run along four corridors into the downtown area, with two miles of subway downtown.

A NOVELTY. Shaker Heights Rapid Transit may take part in the construction of a six-story Medical Arts Building over its rapid transit tracks just east of Shaker Square, we learn from Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio. Developers want to buy air rights above the tracks for that purpose. The location is close to St. Luke's Hospital, and an open cut in the area lends itself to such a project. If much similar construction were undertaken on the two miles of track available for such exploitation, the line would be turned into a subway. At the same time, the payment for air rights could be used to finance the building of a much-needed 2-mile line to Beechwood.

LAST of the old elevated cars on the

Market-Frankford line of Philadelphia Transportation Co. have ceased rolling. Some of them may have covered half a billion miles since they began service in 1907, the year after *Railroad Magazine* was founded. The line is now operated solely with Budd lightweight cars, whose higher speeds and quicker acceleration have stepped up schedules considerably.

This news comes from Andrew Maginnis, 38 Harvey St., Philadelphia, Pa. He also tells us that last winter PST kept its rail lines running out of 69th Street Terminal even in very heavy snow, thanks to experience gained in the previous winter. When snow is really deep, PCC cars and even the 80 series of older lightweights eventually become disabled. So the company put into service six center-door cars, two on each route, with hourly headway. Two other old cars serve as spares. These solidly-built veterans are just the thing to plow through drifts and can reopen a snowbound line without too much effort. During the blizzard last February, for the first time in 30 years, PST operated with no cars newer than the 1926 center-door type.

PST is reported as being "up to something" at the 72nd Street shops where Norristown cars are serviced. New rail is being stored in quantity, although none is actually needed. Indications point to a possible use of this area for the wide-gage lines out of 69th Street, possibly replacing the Llanerch shops, when and if the Ardmore line is abandoned. In that case it would be convenient to operate the two remaining lines out of 72nd Street shops.

Overseas News Items

"NARROW-GAGE trolleys are still the main form of transportation in nearly all German cities," reports William J. Canell, 61 S. State St., Hackensack, N.J. "Usually two or three modern cars are linked together. Trolleys still run in Stockholm, Helsinki, Copenhagen, Lisbon, Innsbruck, and Vienna, while Johannesburg, South Africa, is operating full-size double-deck trolleys. I have photographed many kinds of trolley and railroad equipment all over the world."

AMONG the new importations of foreign trolleys for American museums is a tram from Gothenburg, Sweden, that was unloaded in Brooklyn, N.Y., the other day and was run down McDonald Ave. on her own power under a trolley pole using wires of the South Brooklyn Railway (soon to be dieselized). This is the second Gothenburg car to be landed in Eastern U.S.A.

Hill of Howth tram No. 2 has finally arrived at Perris, Calif., from Ireland

(Continued on page 50)

NORFOLK & WESTERN MOTIVE POWER

Roster compiled by Sy Reich

Road Nos.	Ex VGN	Ex N&W	HP	Builder	Bldr's Model	Whl. Arngt.	Tract. Eff.	Weight	Date
10-49	——	10-49	1000	Alco Pr.	S6	B-B	60,000	239,950	1959
110-114	10-14	——	1600	FM	H16-44	B-B	53,000	262,200	1954
115	15	——	1600	FM	H16-44	B-B	53,000	262,600	1954
116	16	——	1600	FM	H16-44	B-B	53,000	265,400	1955
117-149	17-49	——	1600	FM	H16-44	B-B	53,000	262,200	1955-'57
150-168	50-68	——	2400	FM	H24-66	C-C	79,500	394,500	1954
169-174	69-74	——	2400	FM	H24-66	C-C	79,500	296,600	1957
300-307	——	99-92	1600	Alco	RS-3	B-B	60,000	247,000	1955-'56
308-400	——	308-400	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1956-'59
500-505	——	762-767	1750	GM-EMD	GP9	B-B	60,000	256,720	1957
506-521	——	506-521	1750	GM-EMD	GP9	B-B	60,000	247,000	1958
620-699	——	620-699	1750	GM-EMD	GP9	B-B	60,000	247,000	1958-'59
710-713	——	10-13	1750	GM-EMD	GP9	B-B	60,000	247,000	1955
714-761	——	714-761	1750	GM-EMD	GP9	B-B	60,000	247,000	1956-'57
768-914	——	768-914	1750	GM-EMD	GP9	B-B	60,000	247,000	1957-'59
915-938	——	915-938	1800	GM-EMD	GP18	B-B	60,000	247,000	1959-'60
1501, 1502	——	1501-1502	1750	GM-EMD	GP9	B-B	60,000	247,000	1957

Roster compiled from data supplied by Gen. Supt. Motive Power, N&W; accurate as of Jan. 16, 1961. Among the abbreviations used are VGN, Virginian Railway; Alco Pr., Alco Products; FH, Fairbanks-Morse; Alco, American Locomotive Co., and GM-EMD, General Motors, Electro Motive Div. Engines 1501 and 1502 have been leased to the Winston Salem Southbound Railroad.

Nos. 332 and 352 wheel first train through N&W's Sandy Ridge tunnel in Va.

Ex-CTA El car 1796 is one of three trolleys operated daily by Gaylord Container Corporation at Bogalusa, La.

W. T. Golson, Box 1791, Baton Rouge 6, La.

after 14 months of preparation by the Orange Empire Traction Museum group, reports the *International News Sheet,* Box 211, Albany, Oregon. This paper, devoted solely to museum activties, notes that in the Howth car were found several empty *Scotch* whiskey bottles. It also mentions that this 5'3" gage car was built with metric-sized nuts. The Perris club is looking for a European mechanic with tools for such work.

TRAMWAY system at Sydney, N.S.W., Australia, has finally given way to buses, laments Ken McCarthy, 1 Loftus Ave., Loftus, N.S.W. It was a dismal Feb. 25th, just ten months short of the 100th anniversary of the city's first horsecar line, when the last four trolley lines made their farewell runs. Formerly one of Australia's largest tramway networks, the service ended curtly without even a special last trip. Local transport officials refused to permit a celebration. Most of the 100 cars in service until the end were less than ten years old, but all are being scrapped.

WAS the Sheffield tramway system, recently abandoned, England's last tramway as one British fan publication stated? We didn't think so. What about Blackpool's wonderful tram system? Also the horsecar that runs every summer at Douglas on the Isle of Man and the Isle of Man's electric interurban line and the short traction line running between Grimsby town boundary and Immington, a nearby dock?

To learn the truth, we checked with W. J. Wyse, 27 Lexington Gardens, London, S.W. 12, England, the new overseas correspondent of the Light Railway Transport League. He says that the Sheffield system was England's last *city* tramway. Both Blackpool and Douglas are towns, not cities.

The League has just published a reproduction of the Aug. 1899 Electric Railway issue of *Cassier's Magazine,* which was then a leading engineering periodical. This 300-page issue devoted solely to a review of trolley and other electric traction to date, written by builders of streetcar lines. Its wealth of historical text is illustrated with photos from various countries, including the United States. Price to North American fans, $7.50 a copy as long as the supply lasts. Address Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England.

You can still buy (60¢) the illustrated souvenir brochure, *75 Years of Electric Street Tramway Operation,* issued last year by J. C. Franklin, General Manager. Blackwell Corp. Transport, Blundell St., Blackpool, England.

ELECTRIFICATION of British Railways has brought unlooked-for trouble in rural areas of Kent where tracks are unguarded. British hunters want the government to protect their hounds from the open third-rail. Hounds running ran into the live electric rail while in full cry after their prey are being electrocuted. One fox led nineteen hounds to death and then escaped. A few weeks later, eight more were killed while chasing a hare which similarly bounded over the rail and got away.

TASMANIA'S last electric tramway, at Hobart, is no more, laments *Electric Traction,* monthly journal of the Australian Electric Traction Asso., Box 1017, G.P.O., Sydney, New South Wales. Buses have taken over the route.

New Electric Publications

Electric Railways of Indiana: Part III, is the newest and final volume in the all-time comprehensive coverage of Indiana by Central Electric Railfans Asso. The 8½x11" volume contains 174 pages, 4 color plates, 22 car drawings, 39 maps, and 274 superb photos. Featured are the South Shore, the Northern Indiana, the Gary Rys., and others. This limited edition costs $9 a copy while the supply lasts. Contact CERA, P.A. Box 503, Chicago 90, Illinois.

CTA train on old elevated structure near Halsted Street station, Chicago.

Stephen D. Maguire

These publications sell out fast. As for old issues, only the Michigan brochure of 1960 is available. To insure getting future issues, we suggest you join the CERA, annual dues $7.50. By doing so you will save on the price of the next annual issue, covering the Chicago, Aurora & Elgin. (Anyone having unusual CERA material suitable for publication should contact the Ass'n.)

Trolley Car Treasury is now available in an attractive new edition at half the original price. It is the first and only complete history of the trolley era, written in 1956 by Frank Rowsome and your *Transit Topics* editor, well illustrated and published first by McGraw-Hill. The new edition is exactly like the original except that the new cost is only $2.98 a copy. *Trolley Car Treasury* had been out of print for a year when Bonanza Books, 419 Park Ave. South, New York City, realized its timeless value and republished it.

Shore Line Electric Ry. Co. of Connecticut is the latest New England traction history published in *Transportation,* the bulletin of NRHS, Connecticut Valley Chapter. The first volume, by O. R. Cummings and Charles Munger, covers the state's only high-speed inter-

Stephen D. Maguire

Down Mexico way: Veracruz trolley car No. 40, formerly of the Tampico line.

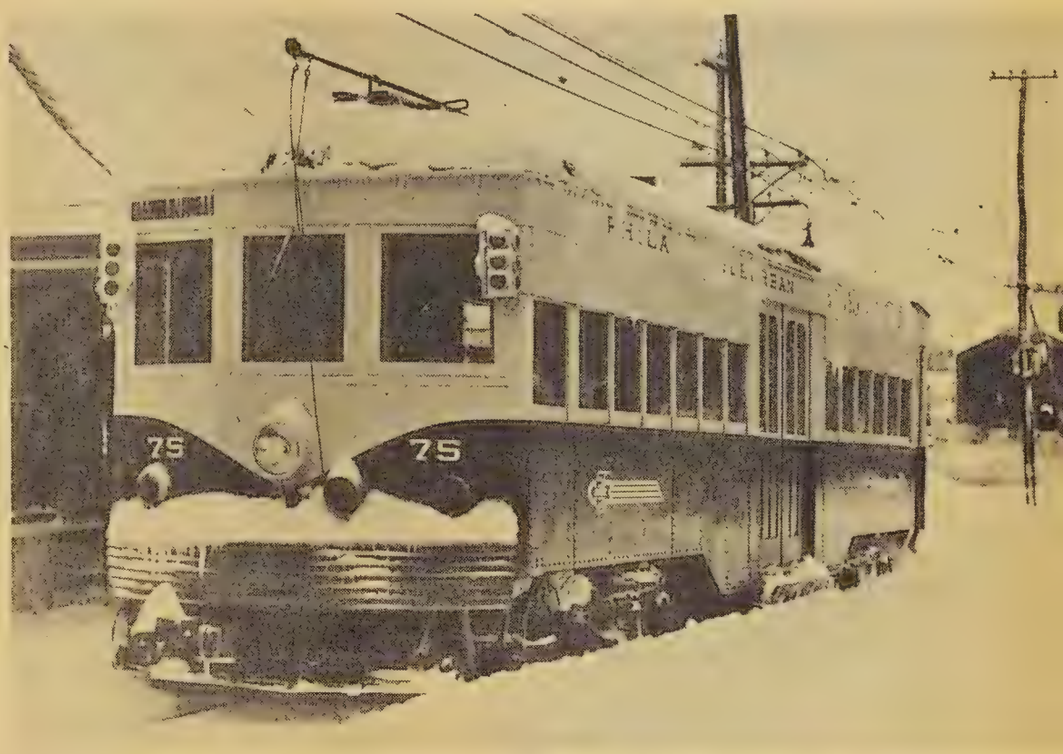
urban, now abandoned. There are 20 pages, with a map and many old photos. You can buy it for $1 from Roger Borrup, Warehouse Point, Conn.

Rails of the Silver Gate, by Richard V. Dodge, tells the fascinating story of railway lines in the San Diego area as developed by financier John D. Spreckles. Included in this 143-page book with hard covers, 8½x11", are some of the finest views we have ever seen of trolleys, horsecars, battery cars, cable cars, ferryboats, gas-electrics, steam dummies, and even steam trains. There are also maps and rosters. This all-time 80-year history covers many types of rail services. Copies may be had from *Pacific Railway Journal,* 2304 Melville Drive, San Marino, Calif., $10 each.

Interurban Limited, the latest publication of Felix E. Reifschneider, Box 88, Fairton, N.J., is primarily a photobook of rare old Ohio interurban views taken by Mckinley Crowley of Canton, O., between 1916 and 1930. Your *Transit Topics* editor recently bought most of the Crowley collection of negatives. Realizing how rare such views are, we decided to make the best 74 pix available for everybody through this book. Included is text on various interurban features written by Mr. Reifschneider, who has a background of many years' experience in traction lines. It may be had from the author, $1.25.

The Story of Birmingham Transit, a 20-page brochure published last year by the bus company now operating in this Alabama city, contains a few paragraphs on trolley operations and four photos. The rest of it will please bus devotees only. For copies, contact the BTC, 1030 4th Ave., N., Birmingham, Alabama.

Stephen D. Maguire, 1411 River Rd., Belmar, N.J.



Snowbirds: Pittsburgh Railways car 1605 and Phila. Suburban Trans. car 75.
Foster Morrison, Box 245, Wesleyan Station, Middletown, Conn.

R. F. Glaze, 21109 Doepfer Ave., Warren, Mich.

Mexico City in July, 1958: Laborers remove the last of the streetcar tracks that crossed the Zocalo (National Square).

Diesel loco built for Jersey Central by Fairbanks, Morse & Co.

CNJ 70 wheels freight through Middlesex, N. J.

Robt. Morris, 214 Gelston Ave., Brooklyn, N.Y.

CNJ No. 2001 was built by Baldwin.

Touching up freight-car stencil job.

CENTRAL RAILROAD OF NEW JERSEY

Locomotive roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Trac. Eff.	Weight	Date	Notes
FD-42	50-59	1500	GM-EMD	F3A	B-B	57,225	228,900	1947	1, 3
FD-42	1A-5E	1500	GM-EMD	F3B	B-B	55,600	222,400	1947	1, 2, 4
FD-43	70-79	1500	BW	DR 4-4-1500	B-B	67,875	271,500	1947-'8	1, 3
FD-43	11K, 12L, 13M, 14R, 15S	1500	BW	DR 4-4-1500	B-B	66,932	267,730	1947-'8	1, 4, 5
PD-30	2000-2005	2000	BW	DR 6-4-2000	A1A-A1A	63,910	383,500	1946-'8	6
D-30	1000	300	AGEIR	----	B-B	30,000	120,000	1925	7
SD-12	1001	275	Daven.	----	B	17,500	70,000	1941	8
SD-26	1005-1008	600	GM-EMC	SW	B-B	51,395	205,580	1939	
SD-24	1009-1012	600	GM-EMC, GM-EMD	SW1	B-B	49,500	198,015	1939-'42	
SD-28	1020-1023	600	Alco	HH 600	B-B	49,875	199,500	1938	
SD-29	1024, 1025	660	Alco-GE	S1	B-B	49,370	197,490	1941	
SD-29	1040-1043	660	Baldwin	VO 660	B-B	48,870	195,490	1942	
SD-34	1053-1059	1200	BLHW	S-12	B-B	58,675	234,700	1951	
SD-31	1060-1061	1000	GM-EMD	NW2	B-B	61,500	246,000	1942	
SD-33	1062-1066	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	
SD-33	1067-1071	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
SD-34	1072-1074	1000	BW	DS 4-4-1000	B-B	59,300	237,200	1950	1
SD-36	1080-1083	1200	GM-EMD	SW7	B-B	60,850	243,401	1950	1
SD-36	1084-1092	1200	GM-EMD	SW9	B-B	60,850	243,401	1951	1
SD-36	1093, 1094	1200	GM-EMD	SW9	B-B	60,862	243,450	1952	
FPSD-34	1200-1204	1000	Alco-GE	RS-1	B-B	61,725	246,900	1950	
FSD-34	1205	1000	Alco-GE	RS-1	B-B	61,500	246,000	1951	
FPSD-32	1206-1209	1200	BLHW	RS-12	B-B	60,700	242,800	1953	
FPSD-37	1500	1500	FM	ALT 200.2A	B-B	61,700	246,800	1948	
FPSD-37	1501-1503	1500	FM	ALT 200.2A	B-B	63,752	255,007	1949	
FPSD-37	1504-1513	1500	FM	ALT 200.2A	B-B	64,106	256,426	1949	
FPSD-42	1514-1517	1600	FM	H16-44	B-B	64,957	259,830	1950	10
FPSD-37	1520-1527	1500	GM-EMD	GP7	B-B	63,587	254,348	1952	9
FPSD-37	1528-1530	1500	GM-EMD	GP7	B-B	62,600	250,400	1952	9
FSD-37	1531, 1532	1500	GM-EMD	GP7	B-B	62,535	250,140	1952	9
FPSD-46	1540, 1544	1600	Alco-GE	RS-3	B-B	60,505	242,020	1950	1
FPSD-46	1541-1543, 1545-1547	1600	Alco-GE	RS-3	B-B	62,334	249,335	1950	
FPSD-46	1548-1555	1600	Alco-GE	RS-3	B-B	62,850	251,400	1953	
FSD-79	1601	1600	Alco-GE	RSD-5	C-C	90,055	360,221	1951	
FSD-79	1602-1614	1600	Alco-GE	RSD-5	C-C	90,055	360,221	1951-'2	1
SD-79	1615	1600	Alco-GE	RSD-5	C-C	90,075	360,300	1953	
FPSD-53	1700-1704	1600	Alco-GE	RS-3	B-B	62,825	251,300	1953	
FPSD-53	1705-1709	1600	Alco-GE	RS-3	B-B	61,700	246,800	1953	11
FPSD-67	2401-2407	2400	FM	H24-66	C-C	97,210	388,840	1954	
FPSD-67	2408-2413	2400	FM	H24-66	C-C	94,766	379,063	1956	

MISCELLANEOUS NOTES

Roster compiled from data supplied by Jersey Central Director of Public Relations, accurate as of Feb. 1, 1961. Builders include GM, General Motors Corp.; EMD, Electro Motive Div.; EMC, Electro Motive Corp.; BW, Baldwin Westinghouse; LH, Lima Hamilton; AGEIR, Alco, General Electric, Ingersoll Rand; Daven., Davenport; Alco, American Locomotive Co.; GE, General Electric; FM, Fairbanks-Morse.

Following are the numbered notes:

(1)—Ex Central RR. of Penna., same number.
(2)—Formerly were A, B, C, D, E.
(3)—These are cab units.
(4)—These are booster units.
(5)—Formerly were K, L, M, R, S.
(6)—Double-ended cab units. All scrapped except 2004, now used as portable steam-heat plant. These units ex Wharton & Northern, same number.
(7)—Retired, donated to B&O Museum.
(8)—Ex U.S. Army Engineering Corps 2332.
(9)—1528 renumbered 1526; 1531 renumbered 1528; 1526 renumbered 1531; 1531 and 1532 formerly Class FPSD-37.
(10)—Formerly Class FPSD-37.
(11)—Formerly Class FSD-53.

The first diesel-electric locomotive in America, CNJ No. 1000, is now retired.

Indefinite Leave of Absence

fiction story by DON WATERS

THE HIGH-WHEELED 2-8-2 was driving fast through the wet night, her exhaust a swishing roar out the short, stubby stack as she hauled a gleaming string of passenger cars up the grade. Old Bud Thompson, the engineer, leaned out his cab window, heedless of the falling rain. Half a mile in front, the crisscross steel structure of a signal bridge showed mistily in the headlight glare. A hazy blob of color on the banjo target of the block signal blinked and changed.

"What's she say now?" he called across the cab to his fireman.

Above the *rat-a-tat* of drivers rapping the rail joints, the thump of her rods, and the shrill squeal of her headlight's turbine, the fireman yelled back, "Green as grass."

Bud squinted at that colored disk, blurred and indistinct, glowing through the rain.

"Green it is," he said. "I see now."

The Mikado plunged past under the signal bridge, jolting and swaying as her drivers took a curve. Bud looked back at the long train stretched out behind on the bend: express and baggage, mail and sleeper, diner and observation car, and eight heavy steel coaches led by the monotonous shuffle of 933's exhaust. Her headlight straightened out around the curve and shimmered on the burnished steel. It lit up the rows of telegraph wires alongside the right-of-way whose wet insulators glinted like jewels. How beautiful it was, especially tonight, his last night on the road!

Bud widened out a notch on the throttle. An expression of pride crossed his worn and wrinkled face. Number 11 was a crack train, the best run the division had, while the 933 was the finest Mike on the whole road. Her front end was brass-trimmed; her headlight case was burnished copper. Her cylinder head covers were nickel-plated, her side and main rods buffed and polished. The old hogger had spent many a dollar of his own money trimming her up, and many an hour of spare time keeping her spick and span.

As 933 plunged roaring through the night with swinging rods and plunging pistons, Bud's thoughts ranged over the past. Forty years before, he had started railroading. There had been no Mikados nor Mallets then, no superheaters nor automatic block signals. It was amazing to think how much had come onto the railroad since he had.

A white board standing alongside the right-of-way flashed past. He caught the whistle cord and blew two longs and two shorts. The melodious chime raised its tone smoothly to a piercing note which carried for miles.

One by one, he recalled the fellows who'd been on the road when he started. Dim and legendary they were, unknown to the new generation. There was big Jack Shanahan, for example, who had driven his 4-4-0 over Bear Run trestle all aflame, taking the people from the town above to safety during the big fire that had swept the timber country in the eighties. Jack was gone, twenty years ago. He'd got his in a smashup on the mountain.

Other oldtimers had gone out, too, that day when Jack and Windy Green came together, turned over, and both engines had left the steel and rolled a couple of hundred yards down the embankment. The dispatcher who had pulled the boner was beyond the reach of a callboy when they started the investigation.

"Hard hitters, those fellows," Bud mused, peering at the steam gage.

Other names flashed through his mind, fellows who had met head-on or driven into the rear of standing trains. A boiler explosion, a broken rail, a misunderstood train order.

Bud was the last of the oldtimers still running. There were no more on the call list. A softer breed had taken their place—a generation that knew nothing of those hard-fighting, hard-drinking, hell-raising early days.

From across the cab his fireman called: "She's gone yellow on us! Eighty-four must have entered the block ahead."

The engineer jerked himself out of his reverie. He became conscious again of the rattle and bang of the jolting, running locomotive. All those familiar sounds blended into a chorus: the rumbling roar of the exhaust, the low pound of the brasses, the thump of shoes and wedges, the whine of the headlight turbine, and the *rat-a-tat* of drivers pounding the rail joints. He knew that chorus well, and loved it.

He looked ahead to where, on his side of the track, the round disk of a light showed an indistinct greasy smear through the slanting rain. They had a meet order with No. 84. He strained his eyes, leaning far out of the cab, but could see no sign of her.

NUMBER 84 was a fast freight. Young Buddy Thompson, the old hogger's son, had her tonight. It was almost unbelievable. Why, it seemed just like yesterday when the boy was pulling a string of tin cars around the kitchen floor! And now he was a grown man, a locomotive engineer.

Old Bud rubbed his gloved hand across his eyes with a motion that had become a habit. He'd been having eye trouble ever since that time the water glass had blown out on the 933 a couple of months ago. He'd got a good dose of hot steam then.

He shoved the watch back into his pocket. On time, Buddy was; trust him for that. Buddy was a highball artist. A bit careless about orders, a little scornful of the book of rules, the young fellow could at least get his train across the division on schedule.

One thought gnawed at the old man. "Anybody who likes retirement," he told himself bitterly, "can have my share of it."

But at least he had the satisfaction of knowing that he'd passed on to his son the tricks he had learned in four decades of pounding the rails.

The fireman called across the cab: "Here's the siding, hogger, and I see 84's light a-coming."

The old engineer pulled the reverse level up into the center of the quadrant and stared ahead through the narrow wet glass of the panel of his cab door, and nodded.

"Yep, she's a-comin' all right."

Reaching up over his head, he yanked the switch that cut off his own headlight. Then he turned on the cab light above him, pulled a paper from his

inside jumper pocket, and unfolded it. Putting on his glasses, he read it slowly, methodically.

The fireman watched him with a curious expression. He started to speak, changed his mind, and sat gazing ahead to where the light from the approaching engine shone like a silver bar streaked by slanting raindrops.

Bud Thompson sat listening to the rain on the steel roof of the cab. He was hunched over, lines of worry on his worn, tired face. Again his mind reverted to the days when there were no sixteen-hour laws to limit a run, nor Safety-Appliance Act to guard a railroader's life.

Strange about those fellows he had known in the long ago, how near they seemed to him tonight. One by one he recalled them. The day when his conductor had got his hand nipped with a link-and-pin coupler, more than a quarter of a century ago. That time when he had turned over and lay trapped for six long hours under the engine before they got him out. Why, he wasn't even thirty then, Buddy's present age, and that was before Buddy was born!

The approaching freight train had slowed down to a walk. A brakeman with bobbing lantern ran in front, threw the switch off the main line, and headed it into the siding. The freight engine clattered over the switch. As she passed, her pops opened with a roaring growl. Bud Thompson waved his hand to the young man who sat behind the reverse lever quadrant on the other locomotive.

His son waved back and stepped down from the seatbox platform. The freight clattered by, car after car. Its caboose cleared the switch ahead of the 933 and stopped. Buddy climbed up into his father's cab.

"Hiya, Dad! How's she coming?"

A big, broad-shouldered, red-haired young man stood on the deck of the 933, smiling. There was a reckless look on his face. The old man spoke reprovingly but with a gentle smile.

"When your engine passed," he said, "I heard her pops open. They sounded pretty sharp to me. What you carryin' on 'em tonight?"

Buddy laughed good naturedly, "Oh, I don't know. I screwed 'em down to a couple o' hundred pounds more or less, I reckon."

"That's not good, son. You know the super has just posted a bulletin forbiddin' anyone but shop machinists to set the pops. Says it's gonna be a firin' offense. And we've got a new foreman of engines. I hear he's ridin' up and down the division lookin' for trouble."

"I'll be careful," Buddy said casually. "See you when I get back."

The older man flushed. "I—mebbe I'll have plenty time then," he stated in a low voice.

But the son missed the import of those words. "I just dropped off," he said, "to tell you to take it easy beyond Summit for ten miles on the fills. They're sliding a bit. My drag is pretty heavy and I shook 'em up a lot. I was ten minutes ahead o' schedule, but now I'm right on it." His grin faded. "How's your eyes tonight, Dad?"

"They're a-comin' all right, I guess." The old fellow pulled out his watch. "Well, so long, Buddy. If I am to take it slow beyond Summit I can't waste much time myself tonight."

He looked back toward the caboose standing on the siding just behind the 933's tender. With a series of rattling thumps as coupler after coupler stretched out, the freight started.

"Bye, Dad," Buddy called out, sliding down the grab-irons. "I've got to leave."

He hurried along between the two trains, half running. Old Bud Thompson watched, an expression of concern on his wrinkled face. He could see Buddy in the light from the station lamps, climbing up the ladder on a box car.

The tops were wet and slippery tonight. Buddy would have to move fast to get up to the engine before his train reached the tunnel a couple of miles farther down the road.

THEN old Bud's attention was distracted by a frantic yell. Through the open door of the station the operator dashed out in shirt sleeves, bareheaded, the green eyeshade awry on his forehead.

"They're coming, they're coming!" he shouted. "They just wired me from Summit!" He waved his arms in a futile stop signal. "They're coming down the hill!" he called in a high-pitched voice, sprinting up to the side of the 933's cab.

"What's comin'?" Bud asked quietly.

"String o' cars, steel and rock for the construction gang working on top of the hill! Air leaked off! They ran down the siding, split the switch, and got away before anyone noticed them. They had just set 'em off 84. They'll be here any minute! Get in the clear, get in the clear!"

The hogger glanced back at the freight train slowly pulling along the siding. He saw his son, on top of a car, pause. Evidently the young man had heard the operator's excited yells without catching their import. With a rapid calculation, old Bud knew there was but one way to prevent that runaway string from hitting the train, and he did not hesitate.

He turned to the fireman. "Let's cut the Mike off!"

"What are you gonna do?" the fireman asked.

Bud had no time for explanations, for he had seen his son starting down the side ladder, just a passing glimpse before he vanished out of the circle of light from the depot.

"Cut me off on your side!" Bud ordered. "And get a curve on you."

The startled fireman obeyed. Bud slid down the grab-irons. With the operator on one side and the fireman on the other, he disconnected within half a minute the air and signal hose, steam line, and safety links. In a couple of long leaps Bud reached the grab-irons between engine and tank, slung himself aboard, and peered back. His suspicions that Buddy had heard the operator proved true. The old man caught sight of him running fast toward the engine and heard him yell, "What's up?"

Old Bud did not hear the reply, for with his foot against the boiler head, he flung the reverse lever rattling over the notches down into the front corner of the quadrant and jerked the throttle. With a cascade of sparks skyrocketing out her stack, the 933 took hold and left her train.

The hogger looked back. He saw a man running, reaching for the back end of the tender but missing by a scant six inches.

Calm and unhurried, he widened out on the throttle. He flipped the headlight switch above his head and looked along the glittering path of silver that cut the rain-filled darkness. The exhaust changed its tempo as he notched the reverse lever up, became a heavy fluttering roar. The 933 was running fast.

Old Bud smiled. He'd beat Buddy out, then. But seconds counted. There had been no chance to shove the freight up ahead, back the passenger down the main line, and let the freight take the shock of that string coming. This was the only way.

IT WAS just five miles to the top of the hill; those cars would soon be down. If they were to strike his train it would be a bad smashup. But he'd stop them, stop them alone.

The 84's crew would get the blame for this. Of course, the conductor would have to stand the brunt of it, but—the old engineer shook his head—Buddy

had been in quite a few jams. The new superintendent might even take this as a fine opportunity to discharge the whole train crew.

That was a bad siding they were working on up there at the top of the hill. It lay on a heavy grade. The train crews had strict orders never to leave anything standing there unless the derailers were flipped over the rails, but evidently they had neglected to do that tonight. Too much trouble out in the rain to fool with them.

The 2-8-2 jolted hard as the wheels struck a curve, jolted, lifted, then settled down with a loud clang. Bud leaned out the window, looking ahead. A block signal light showed. He gazed hard at it, his eyes squinting. Couldn't quite make it out. He was almost beside it before he saw that the disk was red.

Reaching for a little brass valve that was hooked up above his brake valve, he flipped it over: the deadman control, another one of their new gadgets. If an engineer ran by a red board without flipping that handle and jumping the control, automatically an electrical device alongside the tracks would set the air on the engine and stop the train.

The 933 was wide open now, running full speed up the hill. Her swishing exhaust beat like a drum-roll on the night. Bud eyed his steam gage. The white figures on the black dial looked to him like mere blur. He reached into his pocket for his glasses, then realized that it made no difference. He had enough steam for the work he must do.

Five hundred yards away up around a right-hand curve, outlined against the red clay wall of the mountainside, he saw a black shadow streak along fast coming toward him. The temptation to slap on the air and unload was strong on him. He had done what he started out to do. That string of wild cars could never hit the passenger train now.

To unload, and for what? Even if he wasn't killed when he got off, he'd be hurt bad. That was pretty certain. Months in the hospital, maybe crippled for the rest of his life—a nice prospect, that. Not he. He wanted no sympathy. He thought of the pathetic oldtimers who had lost out in the last six months. He'd seen them sitting around the pool room, hanging around the shops or loafing at the passenger depot, watching their trains come in, living in the past, their trembling hands itching for the feel of a throttle.

This new superintendent never missed a bet to get rid of an old head. A clever trick of his was to send them up for a physical examination, knowing full well they couldn't pass. Not him, not Bud Thompson. He'd go on out, like a sea captain going down with his sinking ship, but he'd leave another behind him. Buddy would carry on. And he'd hold his rights to the end—to the end that was very near now.

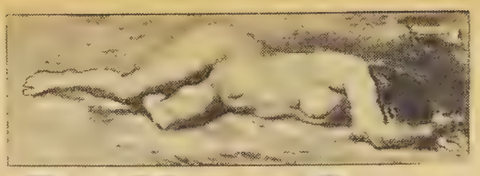
Affectionately he looked at the polished brass trim around the boilerhead and the lubricator all a-dazzle in the light from the globe behind it. To thank that some other man would step up into the 933's cab and take his place! Few engineers took the pride in their engines that Bud did. The polished brass would soon tranish, the varnished paint work become smoke-stained, and the shining cab windows grimy and grease-streaked. That big steamboat whistle, he'd paid fifty dollars for it, his own money—to think some one else would be playing tunes on it! He shook his head. He'd take that all with him.

Leaning back on his seatbox, the old hogger reached his right hand into his jumper pocket and pulled out the sheet of paper. Then he stuck his feet against the boilerhead and braced himself. His left hand lifted; he caught the whistle cord, pulled down on it. *Waaahoo! Wa! Waahooo!* Hoarse, rumbling, the roaring, lilting challenge of the 933 vibrated mournfully for the last time.

THEN it came. The night was racked asunder by the impact when hundreds of tons of steel met. The hissing shriek of steam and the rip of metal thundered, echoed, and reverberated for miles across the hills and valleys.

At noon next day the wrecking crew lifted off the 933 from the twisted, jumbled pile of rock and rails, of trucks and smashed timbers. The fast Mikado lay turned over on her back, her drivers upward. Her front end was smashed and dented. Her jacket was stripped completely off her boiler, the white asbestos lagging ripped in long, jagged tears where the steel rails on the loaded flatcars had shot javelin-like through it. Her brass work was twisted and torn and her big steamboat whistle lay flattened out of shape.

They found old Bud Thompson huddled in a corner of the smashed cab. On his lean white face was the peace that passeth all understanding. There was even a ghost of a smile frozen on his lips. His lifeless hand held a crumpled bit of paper, signed by the new superintendent, which read that he had failed to pass the physical examination on account of defective vision. Effective that same day, it said, he would be given an indefinite leave of absence. ●



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One of the many 4-6-2 freight engines built by Skoda Works in Czechoslovakia.

RAILROAD HOBBY CLUB

by Sy Reich

SOMEONE sent two old issues of *Railroad Magazine* to Zdenko Zajicek, Revolucni 4, Ustinad Labem, Czechoslovakia, a railfan who understands English. "It was a pleasant surprise," he writes. "There is no comparable magazine in my country. I am sad because I cannot buy *Railroad* on news-stands nor am I permitted to send money out of here to subscribe for it."

Sy Reich

Engine building began in his country around 1900 when it was part of the old Austro-Hungarian Empire. Previously, the power had come from Austria, Britain, or Germany.

"One of our home-built engines was a 2-6-0 with huge drivers and a conical boiler," he continues, "built in 1911. She won fame by making 80 miles per hour on trial runs, a rare speed for those days, and was retired only a short time ago. One of her type stands today in Prague's Technical Museum.

"CDK, a large Prague plant, turned out the first truly Czechoslovak locomotive, a 2-6-2, in 1923. She is still running. Then Skoda Works, my country's other locomotive builder, produced a 4-6-2 compound of strikingly new design, Czechoslovakia's most important development in steam power, that even now is pulling heavy trains at high speeds.

"A few years later Skoda built a bigger engine, a 4-8-2. CDK answered the challenge by creating a 2-8-4, similar in appearance, that became the starting point for all of our subsequent locomotive classes. Today, new 2-10-0's pull most of our heavy freights. We also use many passenger and freight tank engines of various wheel arrangements. Until recently Czechoslovakia had been building many types of steam power for foreign countries besides those used at home but will build no more. Though the smoke-and-steam giants may vanish from our tracks at some future date, we will never forget them. I am grateful to the friendly American reader who sent me those two old copies of *Railroad Magazine*."

The Steam Parade

"The Mexico coverage in your June issue is terrific," enthuses Howard Shottenfeld, 85-77 Chevy Chase St., Jamaica, N.Y. "One look started me scheming on how to get down there to a land where railroading is still fun as well as transportation. I was agreeably surprised to learn Mexico City has mild summer wealth. Also I am compiling a list of Southern Ry. steam locomotives still extant. Perhaps some reader will add to or correct the following list:

No. 1509, Class A, 0-4-0T Forney shop engine, stored in Atlanta shops.

No. 154, Class G, 2-8-0, on display in Chilhowee Park, Knoxville, Tenn.

Nos. 630 and 722, Class Ksl, 2-8-0's, in service on East Tennessee & Western North Carolina as 207 and 208, Johnson City, Tenn.

No. 4501, Class Ms, 2-8-2, on service on Kentucky & Tennessee as No. 12, Stearns, Ky.

No. 6940, Class Ms3, 2-8-2, NO&NE Lines engine, stored on Emory River RR., Lancing or Mahan, Tenn.

No. 1401, Class Ps4, 4-6-2, stored in Southern's Henry St. shops, Alexandria, Va., awaiting placement in Smithsonian Institution, Washington, D.C.

No. 1643, Class A-7, 0-6-0, in service as Morehead & North Forks 12, Clearfield (Morehead), Ky.

The Nickel Plate still has some steam locomotives (no longer on its roster)

stored at Brewster, Ohio: 2-8-0's, 0-8-0's, and 2-8-4's, including some ex W&LE 2-8-4's.

Puget Sound Ry. Historical Asso. has bought two steam engines from Canadian Collieries, Courtenay, B.C., Canada, for its museum at Snoqualmie, Wash.

Final run on Weyerhauser's Sutherlin line was made last January, 12 years to the day from its beginning. Trucks have taken over.

Jim McKay sends us the following list of steam stored in Indiana:

New Haven: NKP—ten 2-8-4's, one 4-6-4, and one 2-8-2.

Ft. Wayne: Lake Erie & Ft. Wayne No. 1, an 0-6-0, on display in Swinney Park.

South Bend: Industrial 0-4T No. 1 stored by stone company near Bendix Plant.

Logansport: France Stone Co.—two 0-4-0T's.

Hammond: NKP—2-8-2 on display at civic center.

Indianapolis: NKP 2-8-2 displayed at Broadripple Park.

Norfolk & Western is temporarily retaining a Class J 4-8-4, No. 611, and a Class A 2-6-6-4, No. 1234. According to its president, they have not decided yet what to do with these units. The road could run them on fantrips such as the Reading Iron Horse Rambles, although the N&W does not run through such populated territory as does the RDG, thus making this idea on the N&W somewhat less attractive. Or they could display them either in a public park or on railroad property, or scrap them. Perhaps if our readers write to President Stuart T. Saunders at Roanoke, Va., they could help him to make up his mind. Does anyone care to hear the whistle of a J Class racing through Virginia again or a Mallet climbing the mountains of West Virginia?

On July 1, White Mountain Central RR. will begin its summer schedule of 8 round trips daily between Clark's Trading Post and Riverside, N.H., with a passenger train usually pulled by No. 3, a woodburning Porter 0-4-0T. On display are 3 geared steam locos, ex-MTA car 5777, ex-Johnstown Traction car 355, and a railroadiana museum. Also to be seen there are live, pure-blooded, Eskimo dogs, wild native bears, and a trained-bear act included in the 50c train ride. Location: scenic U.S. Rte. 3 at North Woodstock, N.H.

"Allen Jorgensen reported in April '61 issue that 75 steam locos were stored here," says Dr. R. H. Fitch, 26 Weldon St., Moncton, N.B., Canada. "Actually only six are left: three Mikados, 3342, 3362, and 3351; two Northerns, 6164 and 6180, and one Pacific, 5270. Canadian National has given 5270 to the city for permanent display. As of this date (April 9), the Sydney & Louisburg is still operating steam and will probably do so all summer."

British Rys. will add 27 steam locos to their collection of historical relics and thus will preserve a total of 71. This collection will trace the history of the British steam loco from its birth in the early 19th Century to the present.

One of the last of a glorious long line of Pennsy Decapods, No. 4435, sits forlornly on a siding along Pine St., Warren, Ohio, her only companion being No. 6165, a Pennsy J-1, reports Fred Straley, 2401 S. Turner Rd., Youngstown, Ohio.

High-class colored postcards may be bought from Lois Beekman, Sec.-Treas., Miami RR. Historical Society, P.O. Box 8033, Coral Gables 46, Fla., at 6 for 50c, plus 5c postage. There are 5 different subjects: action shot of steam engine 153, ex-Presidential car *Ferdinand Magellan*, ACL caboose, etc. "We run a steam train every Sunday afternoon," Lois writes. "You should visit us some time this summer."

Says Harry Adams, 41 Magazine St., Cambridge 39, Mass.: "Branford (Conn.) steam railroad is now fully dieselized. Another little Connecticut road, Conn. Coke Co., is still using two 'fireless cookers'—Nos. 4 and 5, both built by H. K. Porter. Both get their steam right off the coke ovens."

With a touch of drama, Canadian Ry. Historical Asso. closed the final roundhouse door on an active Canadian National steam engine last fall in a touching ceremony at Turcot roundhouse in Montreal. That door stayed shut only during the winter. With help from the York Locomotive Preservation Society, the CN opened it recently to let a 4-8-4, No. 6167, venture forth on a spring excursion from Toronto to around Lake Simcoe.

Meanwhile, Grand Trunk Western, CN's western U.S. affiliate, is operating another 4-8-4 out of Detroit on a few fantrips. Evidently the fires are not yet down on the famous, much-photographed and recorded Class U steamers.

Two Frisco locomotives can be seen on display in Missouri. A 1500 Class 4-8-2 is located at Balla. The other, a 4500 Class 4-8-4, stands at Grant Park Beach in Springfield.

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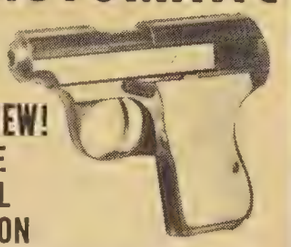

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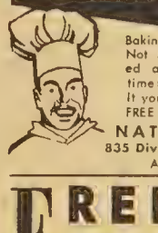

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The U.S. Army has some serviceable steam locomotives, including one or two which run every working day, at Fort Eustis, Lee Hall, Va.

We have received more data for our incomplete roster of steam power on U.S. common carrier railroads (Feb. '61). The following additions and corrections should be inserted in that roster:

White Pass & Yukon: 70-73, Class 70; 80, 81, Class 80; 192, Class 190.

Black Hills Central No. 100 is 0-4-OT with 10x16″ cylinders.

Great Western Nos. 51, 75, and 90 were built by Baldwin, No. 60 by Schenectady.

Graham County No. 7 built 1926.

Middle Fork roster: eliminate Rogers 1905 and A&WP.

The Mississippian's two 2-8-0's are Nos. 75 and 76, Baldwin 1920, ex JLC&E and Frisco.

Arkansas & Louisiana Missouri's 4-6-0 is No. 1, ex T&M, Baldwin-built in 1920, drivers 56″.

Buffalo Creek & Gauley has three 2-8-0's: No. 4, Baldwin, 1926; No. 13, Brooks, 1920, and No. 14, Alco, 1918.

Condon, Kinzua & Southern has a Heisler, No. 102, built 1929, drivers 41″.

Feather River has four Lima Shays: No. 1, in service, built 1921, cylinders 12x15″, drivers 36″; No. 2, built 1922, cylinders 14x15″, drivers 36″, ex Hutchinson Lumber Co. 2, ex Feather Pine Mills, 2, used as stationary steam supply; No. 3, in service, built 1923, cylinders 14x15″, drivers 36″; No. 91, built 1928, ex Rayonier 91, stored unserviceable.

Klickitat Log & Lbr. is operating two Shays, both Lima-built 1929: No. 7, ex Somers Lbr., and No. 5.

Sierra No. 23 is 2-8-0; No. 36 is 2-8-2.

Smoky Mountain has 3 steam engines. No. 110 is 4-6-2, Baldwin-built 1911; another is 2-6-0; third is 2-8-0.

Southern San Luis Valley has 2-8-0 No. 105 and Baldwin-built No. 106.

Yreka Western has two 2-8-2's. No. 19 was McCloud River No. 19, weight 110,000 lbs.

Setouts and Pickups

Last call for the originals of *Railroad Magazine* cover paintings, each 19x16″ in full color, painted by Herb Mott, 871 Circle Avenue, Franklin Lakes, N.J. These beautiful paintings (not reproductions), suitable for framing, may be obtained from Herb at $25 apiece, postpaid. All are action pictures.

There is only one of each subject, except for two DM&IR steam paintings and three trolley line covers (windsplitter, Sacramento Northern). The other subjects are Monon steam, Southern steam and diesel, Shay, Pennsy wire train, cab-in-front SP steam, Rock Island diesel, GM&O diesel, L&N diesel, CP diesel, Frisco diesel switcher, and Chicago Outer Belt Line diesel. In addition, a large-size 22x17″ shows the Andrews railroad raid (Civil War steam). Same price, $25.

"Sixteen months after my ad appeared in *The Switch List,*" exults W. H. B. Jones, P.O. Box 777, Galveston, Texas, "I am still getting mail from it. Total inquiries thus far from the one listing, 253, plus 23 visitors in person! I sell snapshots of railroad, circus, carnival, zoo, marine, and scenic subjects, and I trade negatives."

Some, if not all, of the New Haven's 44-ton diesels that were listed as scrapped in our April '61 roster actually have been sold to other roads and industrial operations. No. 0808 has turned up on the South Bend (Ind.) Sand & Gravel Co., unrenumbered. No. 0802 was sold to the Connecticut Co., and 0813 is leased to the Branford (Conn.) Trap Rock Co.

Units 790 and 791 were ex Fairbanks Morse demonstrators 4800-4801. Units 2000-2001 were built in 1956. Mechanical and electrical trouble developed in these prototype FL9's during their shakedown period and they had to be returned to LaGrange for revamping. Units 0600-0603 were built in 1943.

Omitted from our Milwaukee Road roster (Oct. '60) were units bearing the old numbers 14A, B, which were not renumbered because they were scrapped

Harry B. Adams

Conn. Coke Co. bought this "fireless cooker," No. 4, from H. K. Porter in 1946.

before the renumbering took place. Each was 2000hp., built by Alco-GE, models PA-1, wheel arrangement A1A-A1A, tractive effort 59,000 lbs., and weight 357,000 lbs. They went in service in 1941.

A large list of interesting color and b&w slides of El Paso City Lines, also steam, diesels, electric, is available from Thirty-five Slides, Box 368, Green Mountain Falls, Colo.

At San Francisco, a museum devoted to "Iron Monsters and Friends" is taking shape in historic Haslett Warehouse, Jefferson and Hyde streets, now being rebuilt as part of the conversion of Aquatic Park into Victorian Park. It has six tracks to display historic steam locomotives, cable cars, trolleys, and railroad passenger and private cars.

A museum project of the Narrow Gauge Railroad Club of Ohio, Inc., embraces an operating standard-gauge railroad near the Ohio-Pennsylvania state line. Right-of-way and equipment are being secured by its sponsors who include James Schoenbein, Asst. Vice President. This project will be self-sustaining as an amusement and historical attraction but needs cash contributions now to get it off the ground. For details write Box 238, Conneaut, Ohio.

Nylon traveling bags bearing the Erie emblem are available at $1.50 each from O. B. Chapman, Erie-Lackawanna Railroad ticket office, Jamestown, N.Y.

Recently the Hi-Ballers' Railroad Club was merged into the West Coast Railfan Asso. Information on this group is available from Robt. Gavaert, 2936 W. 11th Ave., Vancouver, B.C., Canada. It appears that railfan clubs as well as big roads find it advantageous to merge.

Limited quantities of two books may be had from the Reading Co., Passenger Dept., Reading Terminal, Philadelphia, Pa. *Firing the Steam Locomotive*, 119 pages, with pix, diagrams, and drawings, issued in 1947, describes the operation of Reading steam power, at $1.75. *Franklin B. Gowen, Ruler of the Reading*, by Dr. Marvin Schlegel, is the biography of a colorful president of the system, period 1870's-1880's, at $3.25.

Readers often send us photos with no identification written on the back, or insufficient data, or without the name and address of the contributor. This practice is confusing. In many cases we can neither publish the photo nor return it.

Sir William C. Van Horne's name has been added to the National Hall of Fame and Museum, located in Travel Town, Griffith Park, Los Angeles, Calif., with a general office at the home of Secretary Jeff Keenan, 6354 N.E. Cleveland Ave., Portland 11, Ore. (A printer's error left out "Van" in our June announcement.) This non-profit museum preserves railroadiana and enshrines the names of noted railroaders. Jeff welcomes railroad photos, passes, timetables, train orders, etc., for display. Each donor is given due credit.

"My two *Switch List* entries brought a total of 45 inquiries," writes James Rona, Rte. 1, Box 1-C, Nunica, Mich., "but only 8 enclosed the dime I asked for my list. One other letter enclosed a stamp. I answered only those 9. Do you blame me?"

Chandler Cobb is justifiably proud of the one-man railroad museum that fills two rooms of his home at 168 Whipple Rd., Kittery, Maine. He has locomotive bells, whistles, number plates, builders' plates, station signs, whale-oil lanterns used by trainmen, an oil burning headlight, etc. "Drop in for a visit any time you're in the vicinity," he invites.

Railfan Excursions

June 10-17: Steam excursion on streamliner, Chicago to Silverton, Colo., via CB&Q, UP, D&RGW narrow-gage. Fare, $180 to $250, depending upon accommodations. Contact Illini RR. Club, P.O. Box 62, Champaign, Ill.

June 11: CB&Q steam special lv. Lincoln about 9:30 a.m. for all-day excursion to Omaha, return via Oreopolis and frt.-only Louisville line. Fare, about $5. Contact Jim Seacrest, 2750 Woodscrest, Lincoln, Neb., or Bill Kratville, 337 S. 70th, Omaha, Neb.

June 11: Trolley excursion over Pittsburgh Rys., car 1689. Lv. Keating carhouse 9 a.m., pickup at Penn Sta., continue till 5 p.m. Fare, $4, kids $2. Contact Penna. Ry. Museum Asso., P.O. Box 832, Pittsburgh 30, Pa.

June 11: Reading steam Iron Horse Ramble, engine 2100, from Port Reading and West Trenton, N.J., to Zionsville, Pa., return via North Penn and Perkiomen branches. Movie stops Hatfield and Zionsville. Connection made via special stop at CNJ trains 3375 (at Port Reading 9:15 a.m.) and 3386. Water stop at Jenkintown wye. Surprise souvenir. Fare, $9 incl. tax. Contact Pass. Representative, Reading Terminal, Philadelphia, Pa.

June 12: Steam excursion via UP from Denver, Colo., to Rawlins, Wyo. Lv. Denver 9 a.m. Fare, $20, incl all meals. Contact Illini RR. Club, P.O. Box 62, Champaign, Ill., or UP city ticket office, Denver.

June 16: Steam-liner with CN 4-8-4 No. 6167. Choice of three rides to Niagara Falls with variations, priced at $6, $7.50, and $5 (kids half fare). Contact R. L. Kennedy, pres. of Railfans Unlimited, 1-A Pritchard Ave., Toronto 9, Ont., Canada.

June 17: Rdg. steam Iron Horse Ramble, loco 2124, from Jenkintown, Lansdale, Quakertown, and Bethlehem, Pa., to Indian Echo Cave (near Hummelstown) and Hershey, Pa., chocolate city. Movie stops at Topton and Sanatoga. Lv. Jenkintown 7:30 a.m. DST, Landsale 7:50 a.m., Quakertown 8:10 a.m. Trip price includes 45-min. tour of cave and 2 hrs. at Hershey Park. Fare, $9.65, kids $4.80. Contact Pass. Representative, Rdg. Terminal, Philadelphia, Pa.

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This advertising is donated by The Advertising Council and this magazine.

October 28, 1956: Scenic beauty on Boston & Maine at Putney, Vt., with engine 4227 pulling a train that will be replaced by a Budd Highliner.

David Plowden, 1239 Madison Ave., New York City, N.Y.

July 30: SP picnic train from both San Francisco and Oakland. Enjoy shore of Monterey Bay and picnic under redwood trees north of Santa Cruz. Info. and tickets from local SP ticket office or Don Thrall, treas., Pacific Coast Chapter R&LHS, 610 Arlington Way, Berkeley, Calif.

Aug. 5-14: 10-day railfan tour of Mexico. Contact Jack Spence, 142 Treasure Island Causeway, Treasure Island 6, Fla.

Aug. 5-20: 6400-mile rail excursion out of Washington, D.C., to end of track, Moonsoonee, Ont., northern Canada, on James Bay, Churchill, and Flin Flon mining camp. Sponsored by Washington Chapter NRHS. You can join trip at any point between Washington and Montreal. Other stopovers at Winnipeg, Toronto, Niagara Falls. Return via Buffalo. Fare, from $410 to $465. Get illustrated brochure from Henry Libby, c/o World Wide, Mercury Bldg., 20th and K sts., N.W., Washington 6, D.C.

Aug. 26-Sept. 2: Private-car party excursion aboard Chief Illini from Chicago to Denver, Billings, Seattle, Vancouver, Banff, and Winnipeg, with PGE side trip. Contact Illini RR. Club, P.O. Box 62, Champaign, Ill.

Sept. 4: Western Pacific's fifth annual Caribou County Special out of San Francisco via WP, GN, SP&S to Spokane, then GN to Sweetgrass, Mont., with stopover at Glacier Park; then CP to Calgary, Banff, stopover at Lake Louise; then CP to Kamloops, CN to Prince George, PGE to N. Vancouver, then back to San Francisco. For info. contact Western Pacific Dept. Public Relations, 526 Mission St., San Francisco, Calif.

Sept. 17: SP and NWP excursion over new trackage never before used on fantrip. From San Francisco, Oakland, Suisin, Schellville along upper San Francisco Bay to Asti, in wine district, for picnic. Contact local SP ticket office or Don Thrall, 610 Arlington Way, Berkeley, Calif.

June 17 and 18: Two excursions over frt.-only Southern Iowa Ry. 1 p.m. Sat., 8 a.m. Sunday. WCF&N interurban car 11 and CGW caboose with SI frt. motor. Sponsored by Iowa Ry. Historical Museum, Centerville, Ia. Fare, $2.50 each trip, $4 per couple each trip, kids half fare. Contact J. S. Levis, 654 Boston Ave., Waterloo, Ia.

June 18: Trip over C&O James River Div. to Clifton Forge sponsored by Lynchburg Chapter NRHS. Lv. Lynchburg 1 p.m. EST. Photo stops for industrial steam locos, mt. and river scenery. Adults $6, kids $3.25, incl. tax. Get tickets and info. from P.O. Box 2134, Lynchburg, Va., or Aubrey Wiley, Jr., 1112 Harrison St., Lynchburg, Va.

June 24: Round trip by rail, New York to Mount Union, Pa., home of steam-powered East Broad Top RR. Lv. Penn Station 7:25 a.m. Special photo and recording eqpmt. outlets provided if enough fans want it. Round trip $25, kids $12. Contact John Nelson, 71 Humphrey Dr., Syosset, L.I., N.Y. Bus meets you at Mount Union.

EBT will operate steam passenger train every week-end in June. Also daily incl. Sunday in July, August, and Labor Day week-end. Train runs 11 a.m. till dark. Tickets $1.50, kids 75c. Group excursions arranged any day. Located at Rockhill Furnace, Pa., one mile west of Orbisonia on Rte. 522. Fine picnic grounds. For info. contact Joe Mannix, 33-18 161st St., Flushing, N.Y.

June 24: Burlington steam passenger extra pulled by Class O-5B Northern type or 0-1A Mikado from Chicago to Eola Yards. Tape-recording car, coaches, and food-service car coupled into regular freight. Peddler will do switching en route, returning with US mail cars. Movie run-bys. Lv. 9 a.m. DST. Fare, approx. $8. For info, send stamped addressed env. to RR. Club of Chicago, 3320 N. Sacramento Ave., Chicago 18, Ill. Order tickets from Burlington Lines, 101 W. Adams St., Chicago 3, Ill.

July 1-2: Steam excursion out of Ely, Nev., with Nevada, Northern 4-6-0, for tour of Kennecott copper pit. Contact F. A. Guido, treas., Northern Calif. RR. Club, P.O. Box 668, San Mateo, Calif.

July 1-3: Steam excursion from Chicago to DM&IR via Burlington, NP, and DM&IR. Contact Illini RR. Club, Box 62, Champaign, Ill.

July 1-9: Tour Eastern Canada incl. Nova Scotia. Lv. Cincinnati 9:50 a.m. EST, sponsored by Cincinnati RR. Club. Package price $184.50 incl. all rail and ship travel, hotels, sight-seeing, etc.; meals extra. Contact C. J. Behrmann, 7385 Drake Rd., Cincinnati 43, O., K. E. Kipfer, 3509 Glenn Ave., Covington, Ky.

Sept. 17 and 18: Two Milwaukee Road steam excursions to Ottumwa. Lv. Cedar Rapids, Ia., 8 a.m. CST; 180 miles. Fare, $7, kids $4.50; lower cost if you get on any stop en route. Sponsored by Iowa Ry. Historical Museum. Visit with Casey Jones's son.

Sept. 30 and Oct. 1: Visit all-steam-operated West Side Lumber Co. via steam-powered Sierra RR. Contact Don Thrall, 610 Arlington Way, Berkeley, Calif.

Oct. 14 and 15: Follow ferryboat lanes of yesterday plus thrilling journey up Petaluma Creek as steamer plies San Francisco Bay. Tickets and info. from Don Thrall.

Oct. 26 thru Nov. 12: Mississippi River cruise lv. San Francisco via California Zephry; thru cars to New Orleans via Denver and Dallas; 10 days on sternwheeler Delta Queen. Visit St. Louis Museum of Transport. Many surprises incl. steam trip on shortline and ride behind UP steam loco 844. Contact Arthur Lloyd, excursion director, Pac. Coast Chapter R&LHS, 974 Pleasant Hill Rd., Redwood City, Calif.

1961 railfan tour of Europe: ride quaint railways of various gages, cog roads, trams, trolleys, etc., in Portugal, Spain, Switzerland, Germany, Luxembourg, Belgium, France. Tour conductor is Harry P. Dodge, president Washington Chapter NRHS. Contact Sanders World Travel, Inc., Suite 939, Shoreham Bldg., N.W., Washington, D.C.

LIRR announces 35 one-day excursions by rail this season, ending Oct. 15, to historic and beauty spots on Long Island, including several around the Island that include rail to Greenport, bus and ferry across Shelter Isl. and rail back from Montauk. Excursion fares range from $4.50 to $8. Get free illustrated brochure describing season's tours by writing Tour Department, Long Island Rail Road, Jamaica Station, Jamaica, N.Y.

Grand Trunk Western 3752 en route from Durand to Saginaw, Michigan, in Dec. '58.
Karl E. Schlachter, 10 Bullock Ave., Barrington, R.I.

THE SWITCH LIST

ALL ENTRIES are printed free, in good faith but without guarantee. Keep within 28 words, including name and address. Use our common abbreviations such as incl. (including), tts (timetables), emp. tts (employees timetables, and SAS (send 4c stamp envelope for list or details).

Every entry we get will appear in the next available issue; but we work far ahead so don't be disappointed if yours is not printed immediately.

Be sure to state: (1) Sizes of pix. (2) whether those pix show steam, diesel, or what-have-you, and (3) whether or not a list is available.

Write each item very plainly (or print or typewrite it) on a separate sheet of paper—not buried in a letter dealing with other matters. We discard items which are not easy to read. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y. If you want pen pals, state your special interests so they will know what to write about.

JOHN AARDEMA, 223 Slater St., Paterson, N.J. sells rr. pix, books, tts. wants p.c. size Interstate loco pix 7, 14, 21, 25, 27, 28, old 9. (SAS).

JIM AVERY, P.O. Box 2492, Wichita 13, Kan., will sell 22 lbs. of railroadiana, incl. pix, Western emp. tts., tr. ords, calendars, books emp. mags., passes, etc., for first bid above $3 plus shipment charge. (SAS)

GLENN ALEXANDER, 17 Pleasant Valley Way, West Orange, N.J., sells five 5x7 pix, history of PSCT rt. 7, $1 ppd.

CLINT ANDREWS, 1502 Lehigh St., Easton, Pa., sells p.c. and 4x5 pix LV, CNJ, RDG, L&NE, N&B, Ironton. List free.

H. E. ANDREWS, 2727 W. 33rd Ave., Denver, Colo., wants 8mm movies NH steam. (SAS)

DICK BABOW, 1873 37th Ave., San Francisco, Calif., wants any size pix SP loco 2827.

STAN BAKER, 2525 Pahl Ave. NE, Minneapolis, Minn. buys any size pix negs. color. b&w steam in Mpls.-St. Paul area.

RUSTY BALL, 13 Ridgecrest E., Scars'ale, N.Y., will trade oval metal plate of first NYC streamlined loco for Niagra oval and number plates. Buys, sells, trades any size steam negs.

CHAS BALLARD, Box 3, Poestenkill, N.Y., sells size 5x7 steam NYC, NYO&W, RUT, others, eastern US trolleys. (SAS)

ED BAUMGARDNER, 26 West End Ave., Oneonta, N.Y., sells D&H Susq. Div. emp. tts. 18, 19, 20 from '29-'30.

JIM BOWER, Peter Pan Rd., Lookout Mountain, Tenn., buys steam pix (What size?) all southern rds. esp. SOU, TA&G, ET&WNC, Chat. & Lkt. Mt.

ARLINGTON BRYANT, 14 Sylvan Ave., Pleasant Ridge, Mich., buys any size pix of old Erie locos.

JERRY BERWALD, 433 N. Avon St., Rockford, Ill., sells rapid transit and bus tokens. (SAS)

DON BLAIR, 1292 Purcell Ave., Pagedale, St. Louis County, Missouri, will sell Trains bound vol. 14, red cover.

L. V. BOLT, 1609 Collins Ct., Ft. Collins Colo., wants any size Frisco pix, negs.

HAROLD BUCKLEY, Jr., Box 203, Silver Springs, Md., seeks any size slides, negs. LAMTA, LATL, PE, EPCL, CTA, SF trolleys.

ANDY BURKHARDT, RD 3, Box 3434, Browns Mills, N.J., wants railfanette pen pal interested in steam. (Ed: Let us know how you make out, Andy).

LOWELL BUSH, Jr., Box 87, Mitchell, Ill., sells 5x7 to 8x10 steam pix GTW, CNR, NYC, PRR, WAB, CB&Q, IT. (SAS)

LOREN BUTTS, 54 Slocum Ave., Tunkhannock, Pa., wants pix Pennsy HC-1s 2-8-8-0 3700. Answers all mail.

CHAS. CARR, 226 Van Blarcom St., Paterson, N.J., sells rr. books, various size pix.

GRAFTON COMEGYS, 1710 Sycamore St., Bethleham, Pa., sells pix last LV pass. train. List 10c.

CLIFFORD COMER, 3718 E. 4 St., Dayton, O., buys, trades kerosene trainmen's lanterns, globes, frames.

ALEX DARRAH, 242 Greenleaf Ave., Wilmette, Ill. sells rr. insignia shirts, neckties. (SAS)

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys and sells back isues Railroad Magazine, trains, model mags., other railroadiana; list free.

JIM EHERNBERGER, Box 433, Cheyenne, Wyo., buys any size pix wrecks, floods, snow blocks on UP, C&S, CB&Q, C&NW, Wyo. shortlines. Sells size 616 negs. of these rrs. (SAS)

HAROLD ESTUDILLO, 72 Bruce Ave., San Francisco, Calif., sells pix SP. List, sample 15c. Trades negs.

FRED FOX, 333 Enxing Ave., West Carrollton, O., will sell Railroad Magazine, Railway Age, '50 to date. (SAS)

E. H. FREY, Box 135, Chambersburg, Pa., trades size 116 steam loco pix for wooden covered bridges or steam on Harpers Ferry bridge.

BOB GALATUK, Box 237, Russell, Man., Canada, buys 8mm color, b&w steam action movies.

BOB GALE, 5356 Streefkerk, Warren, Mich., will sell Rock Is. book dated 1900, also orig. loco painting of pic. on pg. 126, Nov. '53 Railroad Magazine.

JACK GARCIA, 1227 N. Formosa Ave., Los Angeles, Calif., sells 3x5 pix LAMTA Green Blimp 1543.

DON GLOSSON, 618 Pearl St., Richmond, Ind., buys, sells, trades size 616 or larger UP steam negs. Sells same size UP, C&S, NKP pix.

JOHN GOEHRING, Jr., 1054 Groyna Dr., Nashville, Tenn., sells railroadiana, incl. pix tkts., forms, clippings.

BRUCE HALVORSEN, 1819 N. Normandy, Chicago, Ill., buys or trades for slides, pix of CB&Q steam, esp. 5600's, 6300's, 4-6-4's, 2-8-2's.

ART HAMILTON, Herrick Hall, Forest Grove, Ore., trades steam color pix or slides for SP 1200's with green, blue boiler jackets at San Francisco, Oakland, Sacramento.

ZENO HANSEN, 1626 Sherwin Ave., Chicago, Ill., will trade 1906 Car Bldr.'s Dict. for pre '20 NYC or NYC&HR loco diagram book.

GRAHAME HARDY, Box 622, Carson City, Nev., buys and sells railroadiana, incl. new and second-hand books, magazines. Big list free.

JIM HAUGH, 3650 Mt. Vernon Rd., Sebastopol, Calif., sells size 616 steam negs. AT&SF, CP, CN, SP, etc. No list.

JOE HELTON, 1105 Sewanee Dr., Chattanooga, Tenn., wants pix, plans SOU 4-8-2's, 2-8-2's.

J. E. HICKS, 4704 Vineta Ave., La Canada, Calif., sells railroadiana. (SAS)

EARLE HILLIER, 12101 Sungrove St., Garden Grove, Calif., wants pix CB&Q 5628, San Antonio, NOPS, Sand Spr. & Sapulpa interurbans, also interurban whistles.

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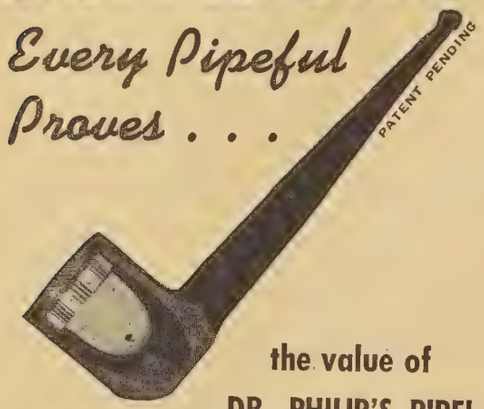

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(Sorry, no C.O.D.'s)

STEWART HUGHES, 3031 Edmonds Rd., Lafayette Hill, Pa., will sell Pennsy B6sb, H9s, L1s number plates.

JIM HULFISH, 4420 N. 17 St., Arlington, Va., will sell 187 copies Railroad Magazine and Trains, '47-'60.

ANDY JACKSON, 17 Bryant Ave., Springfield, N.J., buys short line, n.g. tkts., 1912 pix NYS&W 4-4-0's, tts., guides.

PETE JEHRIO, 153 8 Ave., North Tonawanda, N.Y., buys any size orig. negs. steam, diesel, elec., trolleys, also steam tr. orders. Sells pix on approval.

BOB JENNINGS, 13 Cliff Ave., Scituate, Mass., trades size 616 diesel and traction negs. Has NH, NYC, B&M, MTA, Fore River. No list.

BILL JERNSTROM, 822 Pelham Drive, Ft. Wayne, Ind., sells steam pix 60 big rds. Midwest interurb. pix Shay bldr. photos; Indiana RR. tts. 1931, '33, NYC emp. tts. Answers all mail. (Ed: 10 browniés against your record for not telling pic sizes.)

BERT JOHANSON, 35 Milbrook Dr., E. Hartford, Conn., wants info., pix on S. Manchester RR and Conn. short lines.

ARNOLD JOSEPH, 2512 Tratman Ave., New York 61, N.Y., buys and sells back issues Railroad Magazine, Trains, various model mags. (SAS) (Ed: He specializes in such mags., keeps large supply on hand.)

RON KLEAGLE, Box 127, Glen Lake, Minn., buys 2" gage steam locos, esp. O-4-OT's, O-6-OT's, any cond., almost anywhere.

FRED KOVAL, Jr., 370 S. Washington Ave., Dunellen, N.J., sells, trades sizes 620, 616, 4x5 pix steam, diesel, elec. Also back issues Railroad Magazine, Trains, Mdl. RRer. (SAS)

JEROME LACHAUSSEE, 706 Jackson Ave., Pascagoula, Miss., wants 4x5 steam negs., any road.

ALTON LANIER, 2672 Green Meadows Lane, Atlanta, Ga., sells sizes 616, 620, 35mm trolley, rr., diesel pix. (SAS)

CARL LARSON, 24 Forest Ave., Caldwell, N.J., wants '34-'35 Mdl. RRer, '30-'32 Lionel Mag., Alco Bull. 1017, U of I Bull. 110.

JOHN C. LA RUE, Jr., Oakwood Drive, Medford, N.J., buys sells trades sizes 620, 616 pix M of W equip., wreck trs. FEC, DL&W, CNJ. (SAS)

JOHN LEE, Box 115, Comber, Ont., Canada, sells 35mm or size 116 pix NYC, C&O, PM, WAB, CP, CN. List, samples 35¢.

JOE LEGER, 2172 Grosse Ave., Santa Rosa, Calif., buys tts., postcards, sells, trades emp. tts. (SAS)

BILL LINLEY, 30 Altair Ave., Ottawa, Ont., Canada, trades, sells size 616 Canadian diesel negs. Sells Railroad Magazine, Trains, RMC, MRRer or trades for Railroad Magazine, Trains. List free.

BOB MARCUS, 275 E. 10 St., New York, N.Y., sells trolley pix sizes 616, 620.

PAT McDEVITT (PRR car inspector), 911 MacDade Blvd., Collingdale, Pa., trades railroadiana for any loco pix or equip. rosters.

MAX MILLER, Box 175, College Corner, O., will sell 35 size 116 steam pix, many rrs. No List.

BILL MILLSAP, Box 168, Robinson, Ill., will buy SOU steam diagram book, any size steam pix.

WM. MITCHELL, RD 1, Box 202, Titusville, N.J., sells, trades emp. tts. Will sell Beebe's Hear the Train Blow, back issues Railroad Magazines. (SAS)

CORDELL NEWBY, Rt. 1, Leavenworth, Wash., buys, sells, trades sizes 616, p.c. GN steam, elec. pix, negs. List free.

Gen. Pass. Agt. Kimble of the Fort Worth & Denver crowns the blue-eyed Brenda Haynes as "Miss Passenger Train" of 1961. She lives at 3221 Lois, Fort Worth, Texas, and was picked by Trinity Valley Railfans, Inc. Brenda christened Dallas Union Terminal steamer No. 7 as the Sweetheart of the Trinity Valley.
Fort Worth Star Telegram

MERLIN OLIVE, 1016 3 St. W., Willmar, Minn., sells sizes 3½x5, 3½x3½ steam pix. (SAS)

WALT PATTESON, Box 64, Tracy, Calif., wants pix SP steam in Tracy, also Nev. County n.g. locos, structures, etc.

BOB PEARSON, Rt. 1, Colbert, Wash., wants Western Railroader. loco paperweights. Trades Railroad Magazine, Trains, Ry Progress, size 3x3 pix Durango yds, trains.

DICK PEDLER, 2125 Maffett, Muskegon, Mich., sells 35mm color, b&w slides, many rrs. Samples 30¢.

ROD PETERSON, 259 Shady Ave., Pittsburgh, Pa., sels size 3x4 pix orig. slides of steam, diesels. No list. (SAS)

WALT PHILLIPS, 271 Sherman Ave., Newark, N.J., buys any size pix or slides Cincinnati trolleys.

LARRY PLACHNO, 5041 Northwest Hy., Chicago, Ill., wants CERA pre 102 Bulletins.

ARNOLD IRVINE REID, Defensa 665, Buenos, Aires, Argentina, sells 35mm color slides, negs. of S. American rrs., trolleys.

FRANK REILLY, 306 Front St., Dunellen, N. J.,

Sinichi Miyazaki, 1299 Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan

Japanese National Railways express train *Kamome* runs between Kyoto and Hakota.

wants size 3x5 pix, 35mm color slides CNJ steam, pix of old Dunellen yards.

BILL RIEBE, 705 S. 3 Ave. E., Newton, Iowa, sells size 120 pix steam, diesel, Midwest rrs. List, sample 15c.

CARL ROGERS, 85 E. Columbia Ave., Battle Creek, Mich., wants 8mm GTW movies.

CARL ROGOZA, Pratt Rd., Manchester, N. Y., will trade NYO&W 4-6-0 33's whistle for LV 4-8-4 whistle. Wants LV tape recordings.

AL ROSS, 93 Thistledown Drive, Rochester, N.Y., swaps diesel pix, any size, any N. Amer. road.

G. RUCH, 3834 W. 105 St., Chicago, Ill., will sell brass steam loco airbrake gage. Wants info. on D&RGW n.g. Alamosa to Durango.

VINCENT RYAN, 126 Fancher Ave., Kenmore, N. Y., sells dining-car menus, C&PA tkts., 26x30 LV Black Diamond framed color pic. (SAS)

DICK SAMUELS, 825 23 St., Milwaukie, Ore., sells switch keys, locks for many rrs.

FRED SANNER, 4614 Leslie Lane, Chattanooga, Tenn., wants any size color pix, any class, green SOU steam pass. locos.

MIGLIORI SANTE, Via L. Bertelli 15, Rome, Italy, wants US loco rosters, esp. big roads.

JOHN SCOTT, 3399 Reed Way, Concord, Calif., will sell 12"-diameter swinging mount loco bell.

CLIFF SHIRLEY, 2009 W. 71 St., Prairie Village, Kan., wants info., pix, p.c.'s on amusement park rrs., esp. House of David.

BEN SMITH, 265 Tompkins Ave., Brooklyn, N. Y., wants loco cyclopedias, pix, rr. bks., calendars, tr. catalogs, tr. mags.

JOHN STROUP, 43 N. Poplar Ave., Maple Shade, N. J., will trade 1000 PRR tr. orders '42-'52 for one PRR switch key.

J. W. SWANBERG, RFD 3, Newtown, Conn., buys, trades for builder, number plates of all rrs. esp. PRR, N&W, B&O. Answers all mail.

WM. SWARTZ, 642 Cleveland Ave., Marion, O., sells ten 8x10 dif. wheel arrangement steam pix of WAB.

WALT THAYER, Box 1634, Wenatchee, Wash., seeks rr. records of late singing brakeman Jimmy Rodgers.

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., wants AT&SF, SP, MP, MKP, UP, D&RGW tr. orders.

D. VOYTANIC, 3419 W. 65 Pl., Chicago, Ill., wants IT, PE, CNS&M, CA&E, C&LE rulebooks, sw. keys, whistles, emp. tts.

A. R. WARD, 71 Chadwick St., Paterson, N. J., trades sizes 620, 127, 120 sq. negs. of NYS&W, Erie, DL&W for PRSL, LV, CNJ. Sells 3½x5 pix. (SAS)

C. R. WATERMAN, 931 Burton St. SE, Grand Rapids, Mich., wants NYO&W, DL&W tts., esp. last issues. Has PM, GTW p.c. size pix.

A. W. WEILAND, 15016 Schuyler Ave., Cleveland, O., sells tts., emp. tts., railroadiana. (SAS)

OTTO WEISS, 32-52 34 St., Long Island City, N. Y., sells pix DS&S steam, trolleys, electrics. (SAS)

JACK WELSH, 3624 Cardinal Lane, Rockford, Ill., will buy '47 Loco Cyclopedia.

TED WHITE, 104 Avondale Rd., Ridgewood, N. J., sells NYO&W dispatchers' sheets from '56.

CHAS. WLODARCZYK, 1430 N. Kedjale, Chicago, Ill., sells steam pix, color, b&w sizes 8x10 to 16x 20, CB&Q, GTW, CMSP&P, CNS&M, UP. (SAS)

DON WOODWORTH, JR., RFD 2 Shelton Rd., Oxford, Conn., wants data on NH steam locos, history, etc.

WM. ZIKIAS, JR., 87 Circle Dr., Greenwich, Conn., will sell two 1919 newly-rebound Loco Cyclopedias. (SAS)

WALT ZULLIG, 475 Oak Ave., Maywood, N. J., trades NYS&W tkts., stubs, fare receipts for similar items from other rrs.

MIKE KOCH, 41 Old Army Rd., Scarsdale, N.Y., pays well for early Colo. rr. passes.

GORDON FAY, 125 Church St., Winchester, Mass., will sell pictorial history n.g. East Broad Top, $1.50.

CRISS HARTZELL, 130 S. Prospect, Clarendon Hills, Ill., will sell entire 600-print loco collection, any size prints, or any rd. Also sells negs., railroadiana.

JOHN WEIGHTMAN, 1316 Que St., Sacramento, Calif., sells copy photos 2-car Pitts.-Butler train, 20¢ ea.

RALPH REDDINGTON, Columbiana, O., will sell all issues of Trains to date for best offer over $100. Also bound vol. 5, mint cond.

MARTIN ROSENBERG, 72-28 Springfield Blvd., Bayside, N.Y., buys NYO&W tts.; passes, 1950-'53. Sells railroadiana; list for 4¢ stamp.

C. E. McGILL, 34 Ivernia Rd., Worcester, Mass., wants any size negs., pix Worcester area trolleys.

TED GAY, 6 Northview Dr., Morris Plains, N.J., sells pc. size negs. or prints, many large, small rds., incl. n.g. State wants, with 4¢ stamp. Also trades pc. steam negs. for 8m original steam movies.

FRANK ANTHONY, 632 Apple Ave., Muslegon, Mich., will buy switch keys, oil lanterns, steam pix, negs. (what size?) PM, GTW, Ann Arbor, EJ&S, D&M, Copp. R., other Mich shortlines, Milwaukee Rd.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J., sells Eastern steam and trolley pix. Either list plus 5x7 photo 25¢. Both lists plus two 5x7's, 40¢.

DAVE ROBERTS, 61 Mandolin Lane, Levittown, N.J., wants CERA Bull. 48, NRHS rosters, LV Transit and Easton Transit rosters, pix. (What size?)

GEO. TROST, 2107 W. Gardner, Spokane, Wash., has many old issues Railroad Magazine and Trains to trade for size 616 or pc. prints US, Mexico steam.

PAUL GLEYE III (age 17), c/o Maj. Paul H. Gleye, Hq. 32, Engineer Group, APO 122, New York, N.Y., will buy any size GTW steam and diesel negs., prints, slides. Also will correspond with fans by letter or tape.

C. H. WEIERMAN, P.O. Box 963, Allentown, Pa., will sell 2 unused movies for highest bids: "On the Track," color (cost him $53), 600 ft., and "On the Santa Fe," b&w, 500 ft.

DAVID STAFFORD, 1019 Lennox St., Anderson, Ind., wants any size prints or negs. NKP Class R 10-wheelers; will return negs.

LLOYD GRAHAM, P.O. Box 311, Coquille, Ore., wants any size negs., prints Uintah or Sumpter Val. locos; also train orders.

TOM KERBY (SP fireman), Rte. 8, Box 247, Tucson, Ariz., wants any size pix, tts., etc., of SP's Tucson Div. Also info., pix on Globe Ariz. Eastern. Sells much SP railroadiana, incl. 3½x5 pic of SP 5037 taken on scene when she exploded. Wants to hear from Gordon Spafford.

MIKE WORSICK, 1329 Jewell St., Topeka, Kan., sells beautiful cancelled MKT stock, 50¢, or will swap for rr. pix, other railroadiana.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells 3½x3½ pix diesel, elec., rolling stock, rds. in NYC area. (SAS)

MIKE GALPERN, 3152 Brighton 6th St., Brooklyn, N.Y., has T/S Zeiss Ikoflex with Tessar f3.5 lens (model IIA) plus viewing hood, etc., to swap for rr. histories or will sell for best bid. (SAS)

J. C. HOLE, 580 McLeod St., Ottawa, Canada, will sell to top bidders steam, elec., trolley negs., pix, transfers, tokens, maps, etc. List for nickel (coin).

DICK MOONAN, 1416 Arnold Ave., Roslyn, Pa., wants any size pix of old Trenton-Phillipsburg run Pennsy E6's, K4's.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells old issues Railroad Magazine, much railroadiana. Big list, 8¢ stamps.

FRANK NOVAK, 25451 Drakefield Ave., Euclid, O., pays reasonable price for 35mm original traction color slides before 1956.

Model Trading Post

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis., will trade or sell 12" jewelers lathe, tail stock, faceplate, chucks.

WM. BIESECKER, 2263 Lafayette St., N. Bellmore, N. Y., will sell Gen. Mdl. 4-6-2 for 2 rail DC, railroadiana, tkts., passes. (SAS)

PAUL HENRY, RR 2 Box 101, Chesterfield, Missouri, wants std.-gage, wide-gage elec. trains.

GARY KUTZ, 1140 Kenyon Rd., Massillon, O., will sell Ottaway 12" steam loco, tender, 3 cars, perf. cond.

R. L. RICHARDSON, 5825 Beverly, Mission, Kan., will sell Lindsay Alco 8-wheel drive A unit, dummy B unit, good cond., or swap for old coins.

BILL STOKES, Box 2536, Charlotte, N.C., wants specifications on rr. bldgs. for modelbuilding, any rr. exc. SOU.

TOM SWENSON, 424 State St., Oconomowoc, Wisc., will sell Ambroid 1 of 5000 kits, La Belle kits. (SAS)

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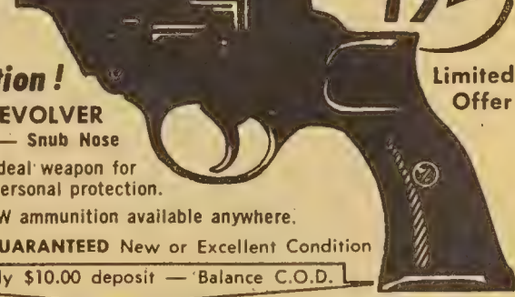

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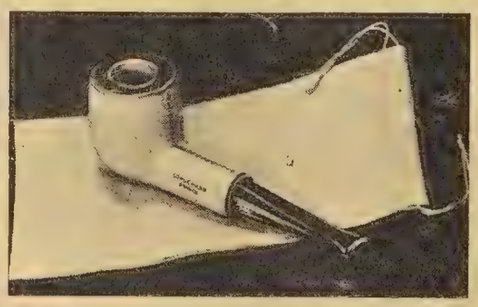

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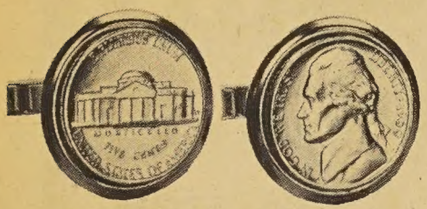

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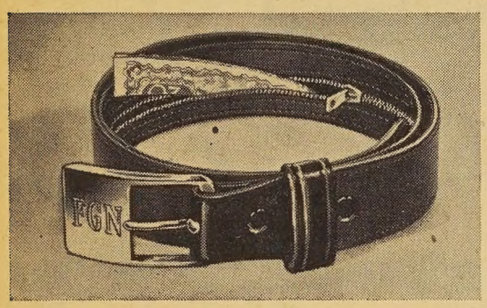

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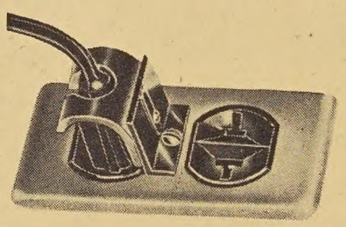

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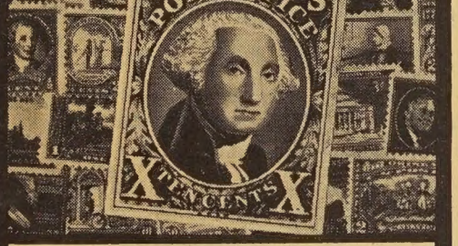

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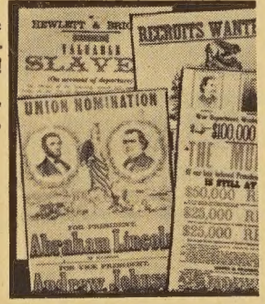

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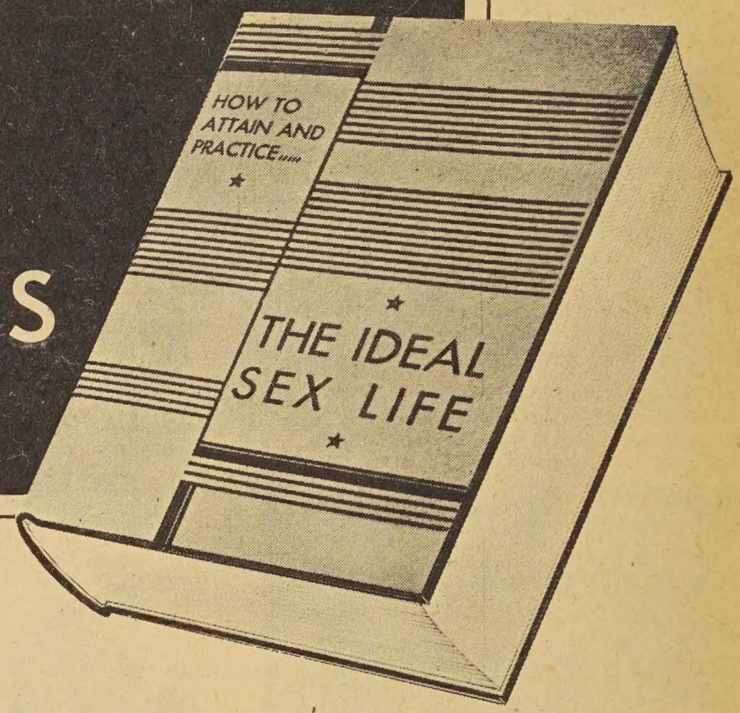

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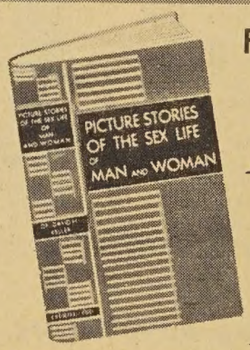

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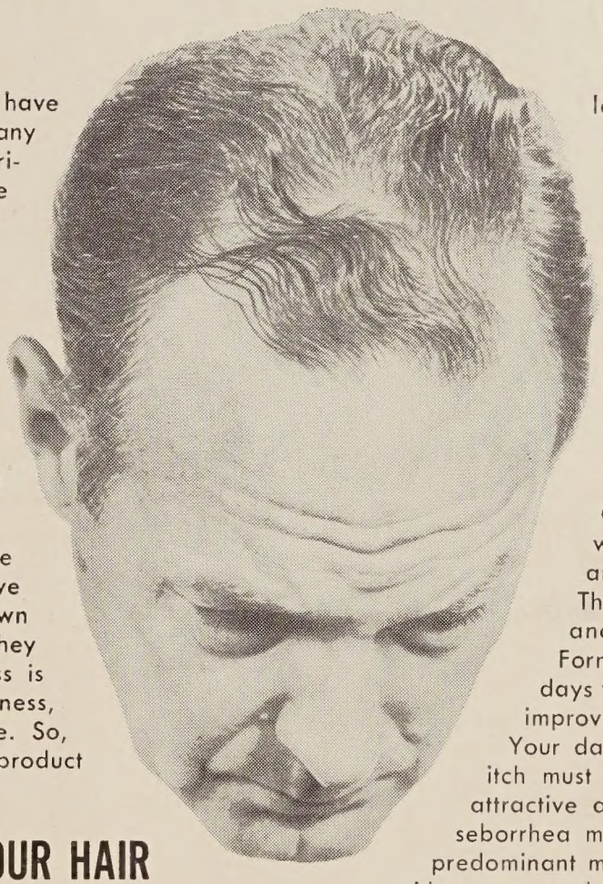

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